



Prepared for  
City and County of Honolulu  
Department of Transportation Services

The background of the slide is an aerial photograph of the Kaimuki Business District. A large area in the center is highlighted in yellow and outlined with a red dashed line, labeled 'PROJECT SITE'. Other areas are outlined with yellow dashed lines.

Prepared by  
Urban Works, Inc.

# Kaimuki Business District Parking Master Plan

September 2004







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## EXECUTIVE SUMMARY

### INTRODUCTION (SECTION 1.0)

In 2001, the Greater East Honolulu Community Alliance (GEHCA) held a community "Talk Story" session with City officials, and other similar community meetings, to discuss parking problems and possible solutions. As a result of the "Talk Story" forum and a follow-up Waialae-Kahala vision group initiative, City funds were allocated for a Kaimuki Business District Parking Master Plan Study to develop short-term and long-term parking options under the direction the City Department of Transportation Services (DTS).

### ASSESS EXISTING CONDITIONS (SECTION 2.0)

The parking master plan team visited the site and gathered information about the municipal lots and other research that would be relevant in developing short-term and long-term parking options. The study team met with members of the business community, including the Kaimuki Neighborhood Board, Kaimuki Business and Professional Association, Greater East Honolulu Community Alliance (GEHCA), and Vision Team No. 15. As part of the information gathering & site assessment phase, the following work tasks were met:

- Discussion with stakeholders at community meetings in September and November 2003
- Discussion with parking lot operators and City parking lot maintenance and meter enforcement staff
- Demand study of municipal lots in November 2003
- Review of existing documents including plans of the municipal parking lots and 1999 Kaimuki Traffic Calming Project report

- Review of previous community meetings pertaining to parking problems and concerns prior to 2003, including "Talk Story"
- Inventory of private, peripheral parking lots in Kaimuki
- Research on attendant and mechanical parking systems
- Review of similar parking studies done on the mainland

#### Study Area

The project site is bordered by the following streets:

- Waialae Avenue (mauka edge)
- Harding Avenue (makai edge)
- 11<sup>th</sup> Avenue (Ewa edge; Kaimuki Community Park)
- Koko Head Avenue (Koko Head edge; Lilioukalani School)

A larger study area was defined to include a portion of the Waialae Avenue corridor from 8<sup>th</sup> Avenue to 14<sup>th</sup> Avenue, the Kaimuki Community Park, Lilioukalani Elementary School and the Waialae Building. The study area also included a portion of the Kaimuki Business District that touched the mauka edge of the H-1 Freeway, between 11<sup>th</sup> and Koko Head Avenue.

#### Goals And Objectives Of The Study

The following goals and objective were identified at the start of the project:

- A. Complement and support the City & County of Honolulu's earlier planning efforts, including The Kaimuki Traffic Calming Project (December 1999) by Alan Y. Fujimori, Landscape Architect, Phase I street improvements that occurred between 2000 and 2003, and Phase II street improvements, scheduled for 2004-2005.
- B. Develop and evaluate short-term parking options that do the following:



- Improve opportunities for customer parking and increase turnover within the lots.
  - Discourage long-term parkers who are taking up parking spaces for potential customers.
  - Improve auto circulation within the lots.
  - Improve service and loading operations that do not conflict with general parking lot circulation.
  - Provide safer pedestrian circulation within the municipal lots that connect to the existing sidewalks.
  - Provide opportunities for auto drop-off and valet parking exchange points.
  - Anticipate future technological advances to parking systems such as use of smart cards, etc.
- C. Provide long-term parking options that increase capacity in the City lots:
- Provide at least 100 additional parking spaces for customers through the use of automated or mechanical parking.
  - Provide general improvements provided by short-term parking improvements listed above
- D. Listen to community concerns and incorporate as many of them as reasonably possible within the context of attendant and automated parking.
- E. Consider the urban design fabric when coming up with parking solutions; tie the parking lot improvements to the overall urban design and street improvements already initiated by the City.

#### **Description Of Parking Lots**

Lot A is the larger of the two lots and is close to Kaimuki Community Park. It has a total of 270 parking spaces. Shower trees are scattered throughout the lots, providing shade within the lots and helping to make them more pedestrian friendly. The lot is bounded by popular eating establishments and businesses, such as Happy Day, Café Lauffer, Big City Diner, Victoria Inn, First

Hawaiian Bank, and the Honolulu Board of Realtors. The lots have no designated loading or delivery zone.

Lot B has a total of 110 parking spaces. Business establishments bordering or in close proximity include Prosperity Corner and the back side of C&C Pasta Company, Azteca Restaurant, Curves for Women Kaimuki, Montsuki retail, two banks and a post office. The loading area for the post office and American Savings Bank customer drive-through are mixed in with the metered parking of Lot B. There are several 3-story apartments that overlook the lot.

#### **Demand Survey In Lots A And B**

A field survey was conducted in November 2003 to observe and document the parking demand at different times of the day and week. The inventory recorded how long people parked in the municipal lots and to see if workers were parking in the lots. The field study concluded:

- The high number of long-term parkers during the day indicates employees are leaving work after 5 p.m.
- Long-term parkers who use the lots in the evening could be restaurant and retail employees.
- During peak hours, an average of 100 spaces could be provided for customers if workers could find other places to park during the day.
- A significant concern is the scarcity of parking for employees in the immediate vicinity of the businesses.
- In addition to building a parking structure or mechanical parking, a parking solution for Kaimuki needs to include finding alternative ways to provide for employee parking.

#### **Peripheral Parking Survey**

At the request of the community, a peripheral parking survey was conducted to identify private parking lots and structures within the Kaimuki Business District that might be available to general customers and other visitors. The survey identified two parking locations that could readily accommodate additional customer and/or and employee parking. One lot is located behind the Waialae Building off of Wilhelmina Rise, which remains underutilized and could provide approximately 50 additional

parking spaces on a daily basis. The second area identified by the survey is the two open parking lots (called Bank of Hawaii and Franklin Variety in the survey) behind the defunct Queen Theater off of Center Street. Run by a private parking management company, they serve Bank of Hawaii customers but are also available for public parking. With the proper promotion, these lots could make up the 100 space shortage identified by the field survey of the two municipal lots.

## **SHORT-TERM PARKING OPTIONS (SECTION 3.0)**

### **Improvements Common To All Short-Term Options**

- In Lot A and Lot B, create a separate parking zone for deliveries and very short-term metered (1 hour limit) parking close to the Waialae Avenue businesses and eating establishments
- In Lot A, create one-way auto circulation and angled parking for both 1-hour short-term (mauka) areas and 3-hour main parking lots (makai)
- In Lot B, create one-way circulation and retain 90° stall parking.
- Provide modest increase in the number of parking spaces in both lots through restriping. There are now 380 parking spaces in both parking lots. The restriping adds 13 parking spaces in Lot A (from 270 to 283 spaces) and 2 additional parking spaces in Lot B (from 110 to 112).
- In Lot A and Lot B, provide a landscaped buffer to separate short-term (1 hour) parking and delivery area on the mauka end from the longer-term (3 hour) parking area toward Harding Avenue. This zone could be a place for a cash machine, automated payment machine and bike storage.
- In Lot A, widen the sidewalk (8 feet) at the rear of the Waialae Avenue restaurants, made possible by the one-way circulation
- Retain major canopy trees in both lots.

## **SHORT-TERM PARKING OPTIONS**

### **Option 1: Metered Parking In Both Lots**

Both lots utilize electronic meters instead of the older mechanical meters. Both lots have the 1-hour meter parking area at the rear of restaurants and businesses for very short-term transactions and deliveries. There are 50 1-hour meter parking stalls and 233 3-hour meter stalls for a total of 283 stalls in Lot A. Restriping adds 13 more stalls. One-way circulation and angled parking will improve circulation.

In Lot B, the meter parking remains, separated into 1-hour meter parking and delivery/drop-off area (20 stalls), and long-term 3-hour parking lot. 90 degree stall parking is retained to maximize the number of stalls, although one-way movement will help parking lot efficiency. There are one-way in and one-way out access points at Harding Avenue and 12<sup>th</sup> Avenue. Restriping adds 2 new spaces, for a total of 112 stalls.

There are no entry gates or attendant booths in this option.

### **Option 2: Attendant Parking in Lot A; Meter Parking in Lot B**

In Lot A, similar to Option 1, 1-hour meter parking and delivery area is provided at the rear of the restaurants fronting Waialae Avenue. A main attendant parking lot, on the makai end, has gates and two payment booths to control access and payment. Lot A has 50 1-hour meter parking stalls and 233 attendant parking stalls for a total of 283 parking spaces. The restriping provides 13 additional parking stalls. One-way circulation and angled parking should improve circulation.

Lot B, similar to Option 1, is split into short-term parking for 1-hour meter parking and deliveries on the mauka end, and a larger 3-hour meter parking lot on the makai end. One-way circulation in the main metered lot should improve movement; stalls are 90 degree-type to maximize the number of stalls in the lot. One-way in and one-way out access points occur at Harding and 12<sup>th</sup> Avenue, respectively. Restriping will add 2 parking spaces, for a total of 112 stalls.

### **Option 3: Attendant Parking in Both Lots**

Option 3 has short-term meter parking and spaces for deliveries behind the Waialae Avenue retail—50 and 20 1-hour meter

parking stalls in Lot A and Lot B, respectively. The main lots within A and B have attendant parking - 233 and 92 stalls, respectively. The restriping provides 13 and 2 additional stalls in A and B respectively for a total of 283 stalls.

Lot A has an attendant booth and entry gate located off of 12<sup>th</sup> Avenue, and two exit gates at 11<sup>th</sup> and 12<sup>th</sup> Avenues. One-way auto circulation and angled parking should improve circulation. The Lot B attendant parking lot has one-way circulation and 90 degree parking, similar to the other options.

#### **Option 4: Automated Pay Machines in Both Lots**

This option is similar to Option 3, in that both Lots A and B have short-term meter parking near the Waialae Avenue businesses, while the main lots have longer-term gated parking that replace the existing meter parking system where one must pay first before leaving the parking lot. In lieu the main lots in A and B have entry and exit gates. But instead of paying an attendant when leaving the lot, the customer pays for his or her parking at an automated pay machine that is located at various locations within the lots. Payment could be made using cash, credit card or even a Smart Card containing a built-in microprocessor that can be used to pay for parking, bus fares and other combined uses.

#### **Preferred Short-Term Parking Option**

The short-term options were presented to the Kaimuki business community and other stakeholders on December 13, 2003. The audience in attendance indicated a preference for a preferred option. Option 3: Attendant Parking in Both Lots received the greatest number of votes, followed by Option 2: Attendant Parking in Lot A and Meter Parking in Lot B. In comparison, Option 1: Meter Parking in Both Lots, and Option 4: Automatic Payment Machines in Both Lots) did not fare as well.

Although our discussions with the City Department of Facilities Maintenance, Parking & Property Management Branch indicated that users of the municipal lots were feeding the meters, some of the audience felt that there needed to be stronger measures to encourage long-term users out of the lot. There was a belief on the part of some attendees that people, probably employees of

neighboring businesses, were abusing the system in terms of occupying the lots for a long period of time. If a goal of the business community is to provide more opportunities for potential customers to use the lots, then the audience felt attendant parking would offer greater accountability and control, but only if rates can be adjusted to make it more expensive for parkers who stay for longer periods of time.

### **LONG-TERM PARKING OPTIONS (SECTION 4.0)**

Following our discussion with the business community on short-term parking options, the study team worked with the City Department of Transportation Services (DTS) staff to develop and evaluate conceptual long-term parking options within the larger of the two municipal parking lots, Lot A. The team relied on the expertise of its San Francisco-based parking consultant, Walker Parking Consultants, to understand mechanical parking structures and their functional requirements. We also discussed performance features and dimensional requirements of mechanical parking with Robotic Parking, a Hawaii vendor in Hawaii that was part of the team that developed the first significant automated mechanical parking facility in the United States (Hoboken, New Jersey).

The team studied many options, but eventually three (3) long-term options for Lot A were presented to the business community in late February 2004. They included two mechanical parking options and one option for a conventional parking structure. All achieved the minimum community requirement of achieving a net gain of at least 100 additional parking spaces within the existing lot, while meeting City zoning requirements.

Each option looked at what might happen if additional levels were added to the footprint. How many additional parking spaces would be gained and what would be the impact upon the existing lot? In the end, the team only seriously considered the lower parking number because more accurate traffic and queuing studies could not be conducted as part of the project scope.



**Long-Term Parking Option 1**

In Option 1, the mechanical parking structure is attached to the makai side of the existing parking garage serving the Board of Realtors Building along 12<sup>th</sup> Avenue in Lot A. It is part of the main attendant parking lot and accessed from 11<sup>th</sup> and 12<sup>th</sup> Avenues.

Option 1 has two scenarios:

- Option 1A provides for a net increase of 125 parking spaces and is 3 levels high.
- Option 1B provides for a net increase of 260 parking spaces and is 5 levels high.

On the ground level, nearly half of the storage bays may be dedicated to retail shops that open to a newly created pedestrian retail “alley” between the mechanical parking structure and the Board of Realtors Building.

**Long-Term Parking Option 2**

In Option 2, the mechanical parking structure is located within Lot A, in the Ewa-makai corner of Lot A, near the 11<sup>th</sup> and Harding Avenue intersection. It is on the Ewa end of the Harding Square commercial building that includes Curves for Women and American Savings Bank. The mauka face of the mechanical parking structure will be aligned with the mauka face of the Harding Square commercial building. Option 2 has two scenarios:

- Option 2A (base scenario) provides for a net increase of 110 parking spaces and is 3 levels high. The mechanical parking structure is only 3 bays deep and fits into the existing corner of Lot A without affecting the driveway off of 11<sup>th</sup> Avenue.
- Option 2B (maximum parking scenario) provides for a net increase of 226 parking spaces and is 5 levels high.

**Long-Term Parking Option 3: Conventional Parking Garage Within Lot A With Attendant Parking System In Both Lots**

A conventional parking structure for a portion was examined by the study team to allow the business people and residents to better evaluate the mechanical parking options. Similar structured parking garages are found in other areas of Honolulu, including Kahala Mall, Ala Moana Shopping Center and Daiei (Holiday Mart)

on Kaheka Street. This option did not seek to cover the entire lot(s) with additional levels of structured parking, but rather, limited it to the goal of achieving 100 + additional parking as a starting point.

Option 3 has a parking garage with 5 levels and 4 rows of parking that extend 17 bays. The total increase in parking in Lot A is 167 stalls. The parking structure is located in the center of Lot A.

**Preferred Long-Term Option**

Based on overall site considerations, Option 2A, featuring a 3-level mechanical parking structure located near the Harding and 11<sup>th</sup> Avenue intersection is the preferred or recommended long-term option. The long-term options were presented to the Kaimuki Community on February 25, 2004. While Option 1A has positive attributes—for example, the three-level scheme provided for slightly more parking than the preferred Harding and 11<sup>th</sup> Avenue mechanical structure, Option 2 was felt to have the least impact to the existing parking lot and adjacent buildings. The most important factor for selecting Option 2A over Option 1A is its location at the periphery of Lot A, which allows the parking lot “open space” to be preserved, rather than filled in with buildings.

**Other Long-Term Options**

During the community meetings, a number of persons suggested that the City consider Lilioukalani Elementary School on the corner of Waialae and Koko Head Avenues as a site that could potentially accommodate a significant number of public parking spaces in addition to perhaps a mixed-use commercial/residential project and educational facility.

This is an interesting notion because the land is owned by the State of Hawaii/Department of Education and functions as an elementary school, although it appears to be underused due to changing demographics. Presently, the existing school parking area behind the bus stop on Koko Head Avenue could provide a fairly limited (approximately 25 spaces) number of parking spaces during non-school hours, but the suggestions from the audience pointed toward a major redevelopment of the property, possibly

involving perhaps a partnership of private and public development groups in which public parking could be provided within the mix. There is great potential in this, although it would be a complex project due to land ownership issues and development costs.

Another community suggestion was to provide public parking at Kaimuki Park, located between 10th and 11th Avenue and fronting Waialae Avenue. A possible solution could include the construction of an underground parking structure while retaining the community park facilities above, similar to the City's municipal parking facility located at Smith and Beretania Streets in Chinatown. This would be a wonderful solution in that the parking would disappear from sight, but this could prove very costly. Another option would be developing underground parking below the existing tennis courts, which would also be costly.

There are also potential surrounding private lands that may be redeveloped but it may be difficult to convince private developers to provide additional parking for community use.

## 1.0 INTRODUCTION

### 1.1 HISTORICAL BACKGROUND

As early as the 1930s, the Kaimuki business district, centered on Waialae Avenue, developed a visually cohesive commercial and social identity. As with many American communities, it developed a close dependence on the automobile. In 1959, enlightened Kaimuki residents and business owners contributed money to construct two municipal parking lots located in the heart of the Kaimuki business district. These City-run lots have been an asset to the community ever since.

Over time, the increase in the number of small businesses and eating establishments, coupled with the scarcity of on-street and other off-site parking, have severely taxed the two municipal lots. In recent years, the Kaimuki business community and the City & County of Honolulu jointly agreed that serious measures would be needed to improve operations within the lots to better serve businesses and customers.



Fig. 1-1: Waialae Avenue street frontage



Fig. 1-2: Present day Kaimuki Town along Waialae Avenue

In 2001, the Greater East Honolulu Community Alliance (GEHCA) held a community "Talk Story" session with public and private officials to discuss parking problems and possible solutions. As a result of the "Talk Story" session and a Waialae-Kahala vision group initiative, City funds were allocated for a Kaimuki Business District Parking Master Plan Study to develop short-term and long-term parking options under the direction the City Department of Transportation Services (DTS).

Following review of the parking study's finding and recommendations, actual implementation would occur in the form of a Capital Improvement Project (CIP) project or projects. Funds will need to be provided for these projects in future CIP project proposals and approved by the Honolulu City Council.



## 1.2 GOALS AND OBJECTIVES OF THE STUDY

This parking study complements and supports the City & County of Honolulu's earlier planning efforts, including The Kaimuki Traffic Calming Project (December 1999) by Alan Y. Fujimori, Landscape Architect. Phase I street improvements occurred between 2000 and 2003, and Phase II street improvements are scheduled for 2004-2005. Major goals of the parking study are:

- A. Develop and evaluate short-term parking options that do the following:



Fig. 1-3: The municipal lots are a part of the overall life and commerce of Kaimuki Town

- Improve opportunities for customer parking and increase turnover within the lots.
- Discourage long-term parkers who are taking up parking spaces for potential customers.
- Improve auto circulation within the lots.
- Improve service and loading operations that do not conflict with general parking lot circulation.

- Provide safer pedestrian circulation within the municipal lots that connect to the existing sidewalks.
- Provide opportunities for auto drop-off and valet parking exchange points.
- Anticipate future technological advances to parking systems such as use of smart cards.

- B. Provide long-term parking options that increase capacity in the City lots:

- Provide at least 100 additional parking spaces for customers through the use of automated or mechanical parking.
- Provide general improvements provided by short-term parking improvements listed above

- C. Listen to community concerns and incorporate as many of them as reasonably possible within the context of attendant and automated parking.

- D. Incorporate good urban design principles when coming up with parking solutions; tie the parking lot improvements to the overall urban design and street improvements already initiated by the City.



Fig. 1-4: Kaimuki Community Park is an important open space for residents and visitors

### 1.3 STUDY AREA AND LIMITS

In this parking study, the two municipal lots are referred to as Lot A and Lot B. The two lots are fairly contiguous to one another, although separated by 12<sup>th</sup> Avenue running in a mauka-makai direction. Lot A, the larger of the two, is located on the Ewa edge facing Kaimuki Community Park, while Lot B is located on the Diamond Head side near Lilioukalani School. The overall boundaries of Lots A and B are as follows:

- Waialae Avenue (mauka edge)
- Harding Avenue (makai edge)
- 11<sup>th</sup> Avenue (Ewa edge)
- Koko Head Avenue (Koko Head edge)



Fig. 1-5: Existing mid-block entrance into Lot B along Koko Head Avenue

The study team identified a larger study area within the overall Kaimuki business district. It included a portion of the Waialae Avenue corridor, a fairly contiguous block of business establishments on both sides of Waialae Avenue, from 8<sup>th</sup> Avenue to 14<sup>th</sup> Avenue

and included the Kaimuki Community Park, Lilioukalani Elementary School and the Waialae Building (3660 On The Rise restaurant and parking lot mauka of the building). The study area also included a portion of the Kaimuki Business District that touched the mauka edge of the H-1 Freeway, between 11<sup>th</sup> and Koko Head Avenue. (See Figure 1-8.) The study area was broad enough to encompass nearby businesses and other institutions, open spaces and parking lots that was felt to have relevance to the parking study.



Fig.1-6: 11<sup>th</sup> Avenue separates Lot A and the community park



Fig. 1-7: Harding Avenue forms the mauka edge of the municipal lots



Fig. 1-8: Project Study Limits

## 1.4 METHODOLOGY

The parking master plan process included three major community presentations with Kaimuki residents and business community. In addition, the study team met separately with various important stakeholders and community groups and City officials. (See appendix for list of individuals and dates of meetings.) The parking options were shaped by community input at various points along the way, and our report documents the process between the City, Kaimuki community groups and individuals and the consultant team, work products and recommendations.

- Part I involved an assessment of existing conditions, including:
  - Existing plans of the existing municipal parking lots & studies
  - History of past community meetings and forums
  - Field survey of parking demand in the municipal lots
  - Inventory of peripheral parking lots outside of municipal lots
  - Research of existing metered parking system & attendant parking systems
- Part II studied short-term parking solutions for the two City lots. Attendant parking were evaluated for the sites. 2-3 options were developed and presented to the community (including budgetary costing), and a preferred option was selected.
- Part III studied long-term parking solutions, specifically automated or mechanical parking options. 2-3 options were developed and presentation to the community for input. A recommended preferred option for automated parking is summarized in this report.

The first community meeting was held on October 18, 2003, a kick-off meeting, moderated by the Greater East Honolulu Community Alliance (GEHCA). This meeting was to introduce the City Department of Transportation Service's (DTS) planning consultants for the Kaimuki Business District Parking Master Plan project, to define the scope of the study, and to confirm community concerns

and priorities. DTS and its consultant indicated that the study would be limited to short-term and long-term parking options within the municipal parking lots, in response to the Kaimuki business community and residents' earlier request for additional parking. A number of business owners and residents felt that the study boundaries were limited and that the parking study should examine opportunities to increase parking in Kaimuki Town beyond the municipal lots. As a result, the City agreed to inventory peripheral parking lots outside of the City lots so that the community would have a better understanding of total public parking capacity in the district.



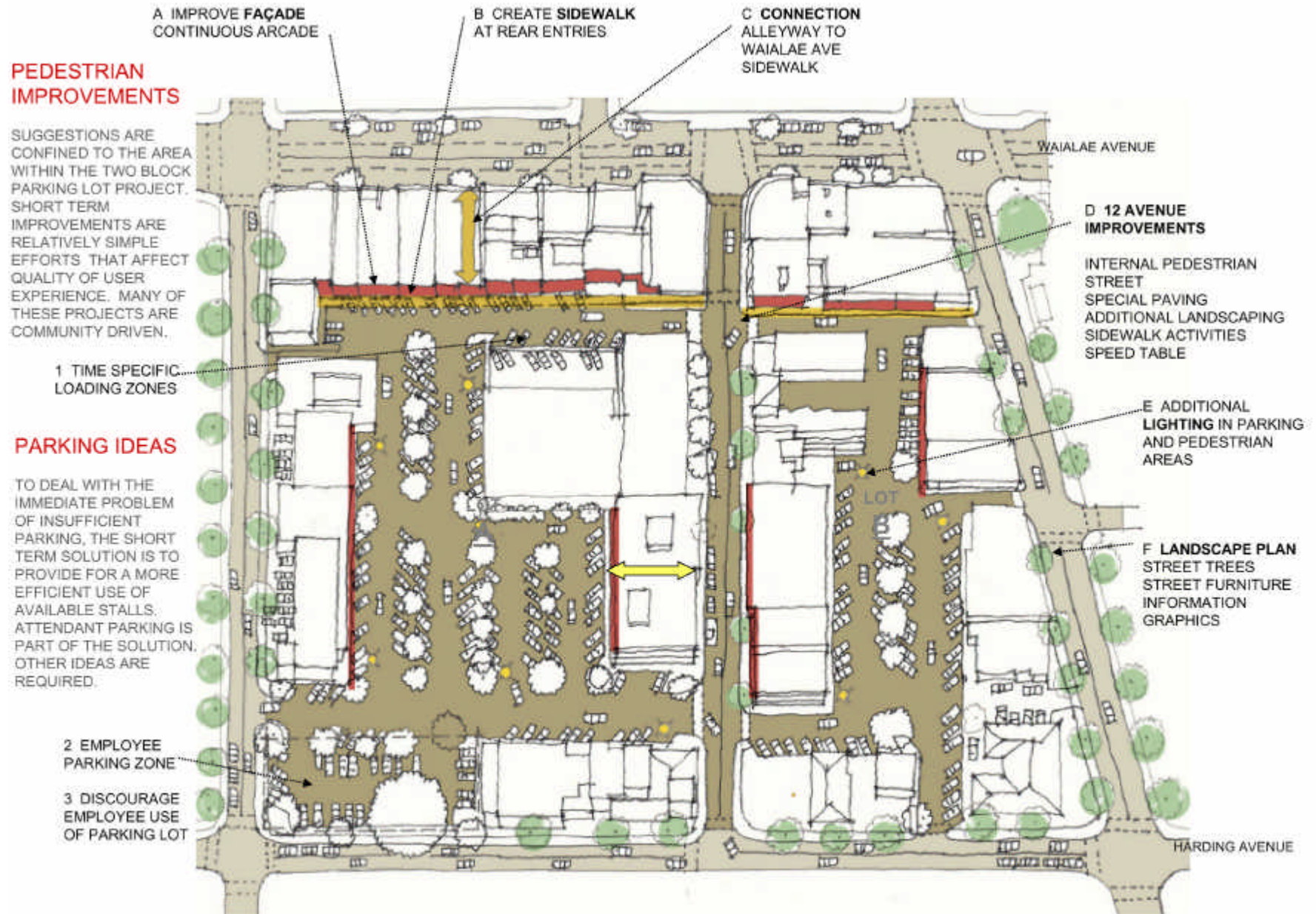


Fig. 1-9: Early Conceptual Site Plan documenting possible short-term improvements

**KAIMUKI BUSINESS DISTRICT  
PARKING MASTER PLAN PROJECT  
SHORT TERM IMPROVEMENTS**

## 2.0 EXISTING CONDITIONS

### 2.1 DESCRIPTION OF PARKING LOTS

Lot A has a total of 270 parking spaces. The lots have relatively mature shower trees that were planted in the lot a number of years ago. The lot is bounded by a number of popular eating establishments and businesses, such as Happy Day Restaurant, Café Lauffer, Big City Diner, Victoria Inn, First Hawaiian Bank, and the Honolulu Board of Realtors. There are no designated loading or delivery zones within the existing lots.



Fig. 2-1: Lot A, view looking toward the Victoria Inn Building

Lot B has a total of 110 parking spaces. Business establishments bordering or in close proximity include Prosperity Corner and the back side of C&C Pasta Company, Azteca Restaurant and Montsuki retail, two banks and a post office. The loading area for the post office and American Savings Bank customer parking is mixed with the metered parking of Lot B. There are also a number of 3-story apartments that overlook the lot on the 12<sup>th</sup> Avenue side.



Fig. 2-2: Lot B, view toward Harding Avenue is bordered by a mix of two story office/retail structures and 3 & 4-story walk-up apartments.



Fig. 2-3: Koko Head Avenue, view of several commercial and residential buildings fronting Lot B buildings on the other side



## 2.2 1999 TRAFFIC CALMING PROJECT

### 2.2.1 Precedence

The study team reviewed the Kaimuki Traffic Calming Project report, completed in December 1999 for the Department of Transportation Services by Alan Y. Fujimori, Landscape Architect, to understand the requirements of the Kaimuki Business District Parking Master Plan. The Fujimori report is a useful and recent master planning document that goes beyond traffic calming strategies. It is a succinct and still current urban planning tool that updates the urban design issues and concerns for the “town center” section of Kaimuki. It is relevant to this parking study for two reasons: It offers the urban design context for parking improvements (short-term and long-term options), and secondly, it was the impetus for the recent streetscape construction that the municipal lots must tie into.

The improvements suggested in the Fujimori report makes the pedestrian central to the improvements that are compatible to the existing character and fabric of the Kaimuki business district. The major organizing framework is to enhance the existing sidewalk environment along Waialae Avenue and major side streets that are connected to it. The suggested improvements to the municipal parking lots are a major part of the Traffic Calming master plan. Therefore, our parking master plan study should be thought of as an extension or further refinement of the earlier report.

### 2.2.2 Traffic Calming Goals That Improve Parking

The Fujimori Traffic Calming report included several goals related to parking in Kaimuki:

- Develop Kaimuki Town (the Business District) pedestrian friendly and improve pedestrian, bicycle and transit access, include improvements to the municipal parking lots.  
--Improve municipal parking access by making 11<sup>th</sup> Avenue access more visible and inviting.  
--Improve parking operations through restriping

- Optimize the number of on-street parking spaces for shoppers who will use the improved sidewalks to get to their destinations.

### 2.2.3 Other Relevant Traffic Calming Goals:

- Develop a trolley or circulator system connecting Kaimuki with Waikiki, Kaimuki, Kapahulu and neighboring communities.
- Narrow Waialae Avenue at the major intersections with curb extensions to provide a shorter crossing for pedestrians.
- Redesign curbside transit stops to improve the transit waiting, boarding and unloading operations.
- Provide improved streetscape amenities that enhance the pedestrian scale and identity of Kaimuki Town, such as paving, trees, furnishings, lighting and signage.

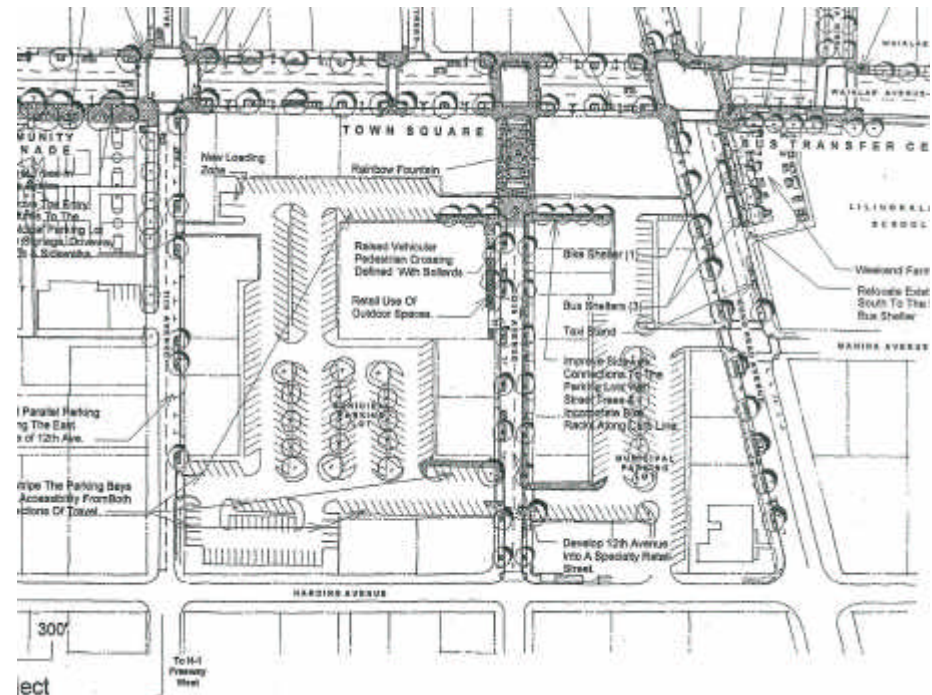


Fig. 2-4: Portion of the Kaimuki Traffic Calming Project Site Plan, October 1999, showing municipal lots and connections to adjacent streets within Kaimuki Town



## 2.3 “TALK STORY” FORUM

### 2.3.1 Background

In October 2001, GEHCA sponsored a community forum to air parking concerns and discuss possible options for providing more parking for Kaimuki businesses and residents. Included in the program were three speakers, who offered an overview of parking issues and technical information. Members of the community were asked to list their top two concerns for the commercial neighborhood. The major points brought up by the panelists and the survey results are extremely relevant to this study, and are summarized as follows:

### 2.3.2 Panelist Comments

Toru Hamayasu, DTS Chief Transportation Engineer, stated that a parking structure would cost approximately \$30,000 per stall, versus other options such as attendant parking and mechanical parking. With attendant parking, operating costs would be approximately \$100,000 per year to support a single attendant while an additional \$50,000 would be required for lot maintenance.

Linda Walchli, a traffic consultant from Seattle stated that while Kaimuki has a good blend of businesses and restaurants, they create different demands long-term and short-term parking. She suggested that a study should be made to determine the users of the lots, what the demand is at different times of the day, where the customers are going, and how many workers are using the parking lots. Most importantly, she said the lack of parking in a commercial neighborhood can have an economic impact on the businesses and a social impact on residents. She added that a parking garage could affect have financial and quality of life impacts upon a community.

Karl Kim, former chair of the UH Manoa Department of Regional Planning, advocated the need for a pedestrian friendly environment that encourages people to make multi-use trips. He stated that a parking garage might not be the only answer, and that other transportation options (e.g. public transportation) should be added to the mix when evaluating ways to help businesses economically.

### 2.3.3 Community Concerns

Community comments included:

- Workers do not have many other places to park in the area
- Large institutions need to be responsible for their employee's parking.
- Adjustment to parking rates could help to control parking and encourage turnover within the lots
- Exploring other sites for after-hour parking, such as the elementary school and public library
- Consider non-meter, pay-and-park systems
- Consider valet parking

### 2.3.4 Community Survey

When asked what their greatest concerns were for Kaimuki, a total of 51 votes were cast, of which the greatest single item was the need for more parking (21- see also Appendix A-2). The next five biggest concerns pertained to parking or traffic issues:

- Safe access pedestrian crossing of Waialae Avenue near Queen Theater (6)
- Double deck mini-lots (4)
- Cost of parking meter rates (3)
- Community shuttle or circulators (3)
- Growth of the area (2)

Fig. 2-5 and Fig. 2-6: Parking options need to consider community concerns regarding pedestrian safety, connections to retail shops, eating establishment and community services



## 2.4 EXISTING METER PARKING

### 2.4.1 Parking Rates and Time Limit

The study team interviewed staff at the Honolulu Police Department (HPD) Traffic Division, Parking Enforcement & Meter Maintenance/Collections Section, and the City Department of Facilities Maintenance, Parking & Property Management Branch, to better understand the meter parking system currently in place. The meter rate for Kaimuki, as determined by the Honolulu City Council, is \$.50 per hour. The rate is the same as parking in the Kailua Municipal Parking Lot and other areas but lower than the parking rate in Chinatown/Downtown parking lots and garages (\$1.00 per hour).

Recently, the City Council increased metered rates in Bill 41(2004) to \$.75 per hour in Kaimuki.

Both parking lots (Lots A and B) have 3-hour and 5-hour limits on the meters. The 3-hour meters are located directly next to the businesses bordering the two parking lots, while the 5-hour meters are found in the middle areas or sections farthest from Waiālae Avenue, e.g., at makai-Ewa corner of Lot A (11<sup>th</sup> & Avenue).

### 2.4.2 Parking Enforcement in Kaimuki

The responsibility for enforcing the parking meters was transferred from the City Department of Facilities Maintenance to the Police Department several years ago. The meters are monitored daily by the City's parking enforcement staff.

The monthly revenue generated by the parking meters in the two Kaimuki lots is quite good. At a rate of \$.50 per hour, it appears that on average, each meter is fed with enough coins to last 9 hours. In some instances, a customer could have fed more money into the meter and not used all of the time; in other cases, the meter could have expired without payment before another customer pulled into the parking space. The parking enforcement and meter maintenance section staff suggested that the decreasing of the meter limits from 3 hours down to 5 hours, and perhaps from 3 hours to 1-2 hours, might provide a way to create greater turnover and improved short-term parking areas that could

be effective as parking enforcement (issuing traffic citations). For details, on 3 and 5 hour meter locations, see Figure 2-14.)



Fig. 2-7: The municipal parking lots are currently controlled with parking meters with 3 and 5 hour limits (view of Lot B, looking mauka)

## 2.5 PARKING LOT OPERATIONS

### 2.5.1 Attendant Parking (Vendor-Run Operation)

The City's Department of Facilities Maintenance, Parking & Property Management Branch, is responsible for the operation and maintenance of the municipal parking lots in Kaimuki. The City has at least seven municipal lots and garages that use an attendant parking system. Operated by private companies under City contracts, attendant parking lots feature controlled access/exit gates and an attendant booth at each exit of a municipal lot. The parking lot operator or vendor is selected by the City through a formal Request For Proposal (RFP). According to the Facilities Maintenance staff, it has become increasingly difficult to get companies to bid on parking contracts due to the costs of

developing, operating and maintaining the lots. While the vendors have no control over the parking rates (set by the City Council), they are required to provide maintenance, including restriping, landscaping, lighting, trash pickup, and security, all of which are added costs to the vendor.

The study team interviewed several vendors who do business in Hawaii and on the mainland. In each case, the vendors said that a major expense is the labor cost associated with attendants to man the pay booths. As in Lot A, if the parking lot is large enough and has multiple access points, the vendor might have to consider providing more than one attendant booth, which would increase development, maintenance and labor costs. In the case of attendant parking, there is a need to balance the desire to limit access points (thus minimizing operations costs) while providing sufficient entry and exiting opportunities for customers. The location of gates and booths has to anticipate automobile queuing at these points with respect to existing street intersections and circulation patterns outside the lot.

In attendant parking, the gates and attendants will operate for a specified period of time, normally a 12-14 hour period, say, from 6 a.m. until 8 p.m. or some variation of this. During off hours, the gates will be left open until the next day. The specific time period would be set by demand in discussion with the City and business community.

### **2.5.2 Alternatives to Attendant Parking: Pay Machines**

There are several different types of pay machine systems that are used in Hawaii and elsewhere, depending on the demand and level of sophistication desired. The pay machines would be located within the parking lot run by the vendor, located near the cars and along the main travel path. The number of pay machines in a lot would depend on the size and nature of the lot.

- Pay by Space: This system is similar to parking meters. The customer pays in advance, with cash or credit card, and must anticipate how much time he will need. The stall number is entered into the machine. While the machines could be a simple cash box, digital machines are being used on the mainland that can print out information about who has paid

and how much time is left. A parking lot employee will need to monitor the machines and lot to verify payment.

- Pay and Display: The customer pulls a ticket at the entry gate and pays in advance at the machine. He puts the ticket stub on the dash board of his car as proof of payment. The parking lot employee walks the lot to confirm the payment stub on the dash boards. If there is no stub, he will issue a violation ticket; it will indicate non-payment and a violation notice and payment envelope will be issued.

#### Advantages:

- The pay machine produces a read-out of the stalls and payment status for the lot monitor, making it easier to monitor.
- Eliminates the need for attendant booth(s) and exit gates, which are expensive installation costs as well as labor costs.
- While an attendant must man the booth all the time, the monitor is able to walk the lot, providing better surveillance.

#### Disadvantages:

- Requires a learning curve for customers
- High first cost; there would need to be multiple machines at various parts of the site
- Digital equipment must be maintained
- Violations are negative actions that could discourage customers from returning

## 2.6 PARKING DEMAND FIELD SURVEY IN LOTS A AND B

In order to develop short-term and long-term parking options, the study team had to better understand the parking demand and confirm the users of the two municipal lots. Although it appeared that the lots were highly utilized and crowded at times, it was necessary to document these conditions in a systematic fashion. A field survey was executed by the study team in November 2003 to observe and record the parking demand at different times of the day and different times of the week. The inventory recorded how long people stayed and to see if workers were parking in the lots.

### 2.6.1 Purpose

Ultimately, the data will be used to calculate the following:

- How much potential revenue could be captured by installing automated parking gates (based on occupancy rates and length of stay), and
- How many attendants would be needed to support the turn-over of vehicles within these two lots.

### 2.6.2 Findings

- On weekdays, there are peak periods when the lots are close to capacity, most noticeably at lunch (between 10 and noon) and dinner time (around 6 p.m.)
- On weekdays after 5 p.m., the number of long-term parkers (workers) drops, while short-term parkers (diners) increase during the peak dinner hours.
- On weekdays, half of the lots are occupied by long-term parkers.
- Many long-term customers, including those who park over 5 hours) use both lots during the week; less on weekends.
- Long-term parkers use the 3-hour meters close to Waialae Avenue (and places of employment or business, if they are owners.)
- Long-term parkers favor the 5-hour meters toward 11<sup>th</sup> and Harding Avenues (longer meter limits mean less trips to feed the meters)
- Fewer number of long-term parkers is found on Saturdays and Sundays.

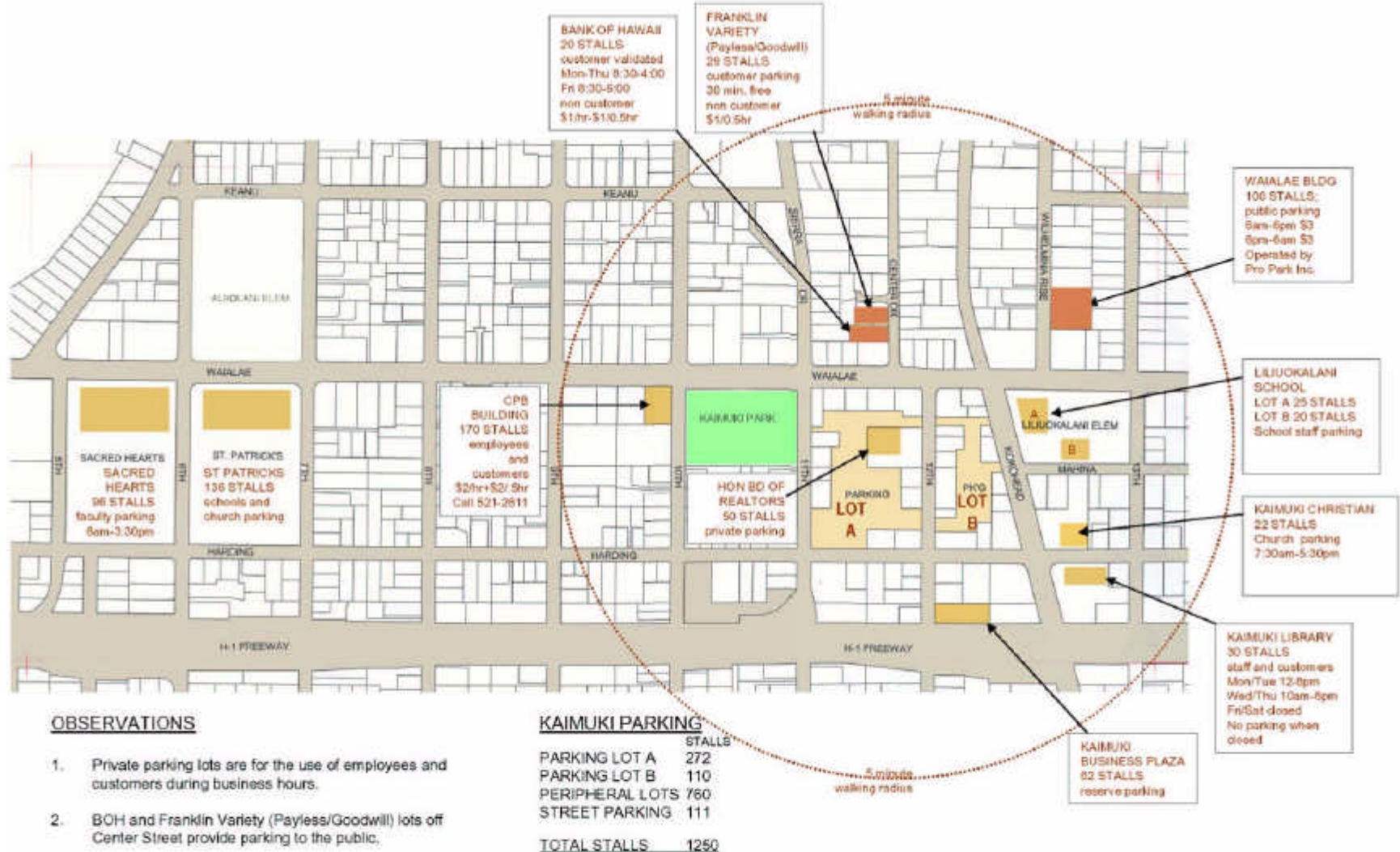


Fig. 2-8: This portion of Lot A is the most remote in relation to the Waialae Avenue restaurants establishments, but is often full. The area has a 5-hour limit.

### 2.6.3 Conclusions

- The high number of long-term parkers during the day indicates employees are leaving work after 5 p.m.
- Long-term parkers who use the lots in the evening could be restaurant and retail employees.
- During peak hours, an average of 100 spaces could be provided for customers if workers and other long-term parkers could find other places to park during the day.
- A major problem is the scarcity of parking for employees in the immediate vicinity of the businesses.
- In addition to building a parking structure or mechanical parking, a parking solution for Kaimuki needs to include finding alternative ways to provide for employee parking in order to optimize parking opportunities for revenue-generating customers within the business district.





### OBSERVATIONS

1. Private parking lots are for the use of employees and customers during business hours.
2. BOH and Franklin Variety (Payless/Goodwill) lots off Center Street provide parking to the public.
3. Parking lot behind Wai'alae Building off Wilhelmina Rise is within a 5 minute walking radius of Kaimuki business district. 75 spaces are available @ reasonable rates.
4. Lilioukalani School is a possible valet parking site
5. Other lots don't seem to offer much parking to the general public

### KAIMUKI PARKING

	STALLS
PARKING LOT A	272
PARKING LOT B	110
PERIPHERAL LOTS	760
STREET PARKING	111
<b>TOTAL STALLS</b>	<b>1250</b>

### KAIMUKI VICINITY MAP PARKING INVENTORY MAP

Figure 2-9

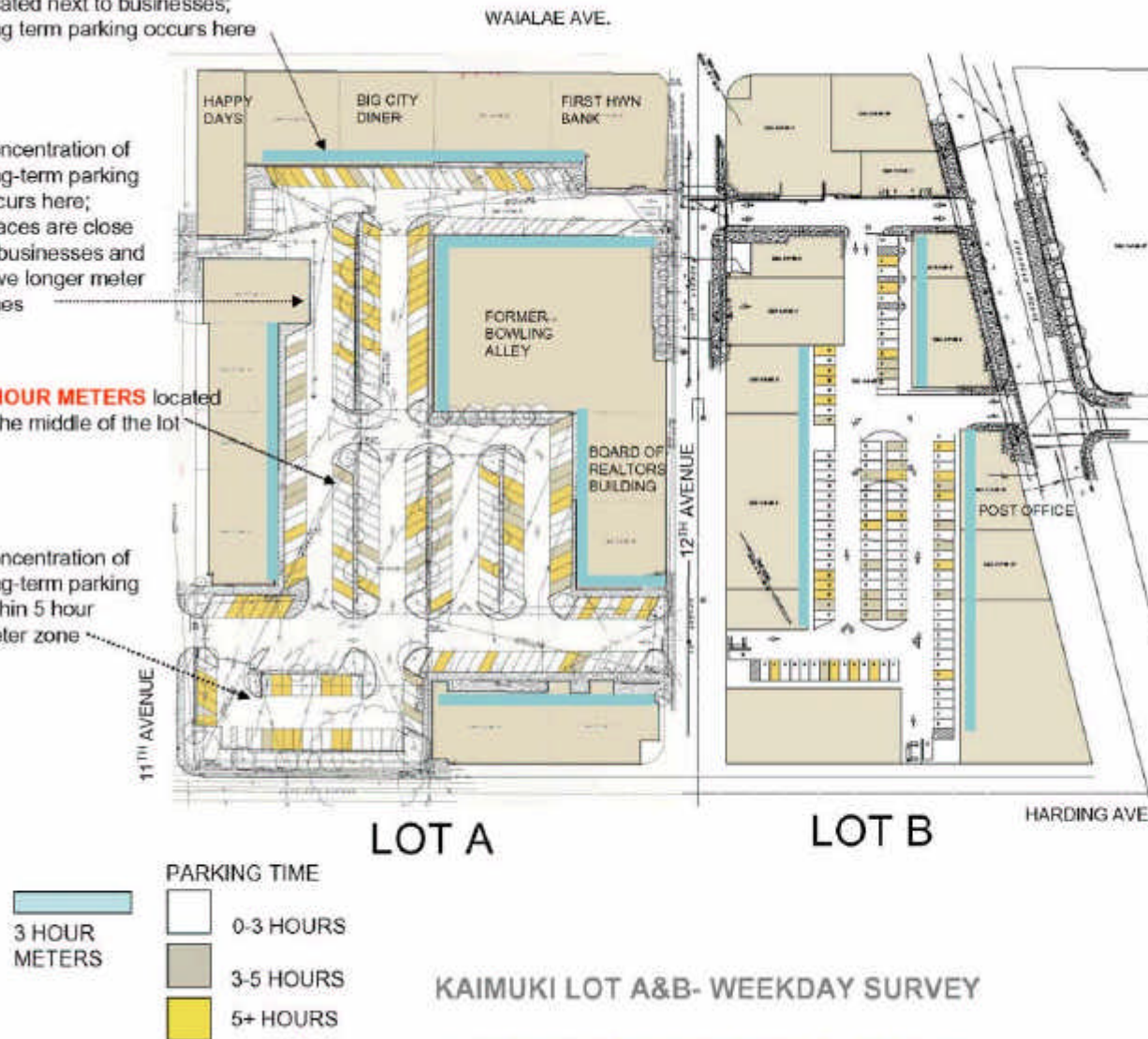
### KAIMUKI BUSINESS DISTRICT PARKING MASTER PLAN PROJECT

**3 HOUR METERS** typically located next to businesses; long term parking occurs here

Concentration of long-term parking occurs here; spaces are close to businesses and have longer meter times

**5 HOUR METERS** located in the middle of the lot

Concentration of long-term parking within 5 hour meter zone



KAIMUKI LOT A&B- WEEKDAY SURVEY

## EXISTING PARKING USER DIAGRAM

Figure 2-10

### OBSERVATIONS

- Many long-term customers (+5 hr) use both lots during weekdays
- In both lots, long-term parking occurs at 3-hour meters, especially toward Waialae Avenue
- Long-term parkers also favor 5 hour meters for convenience, e.g. toward 11<sup>th</sup> & Harding Ave.

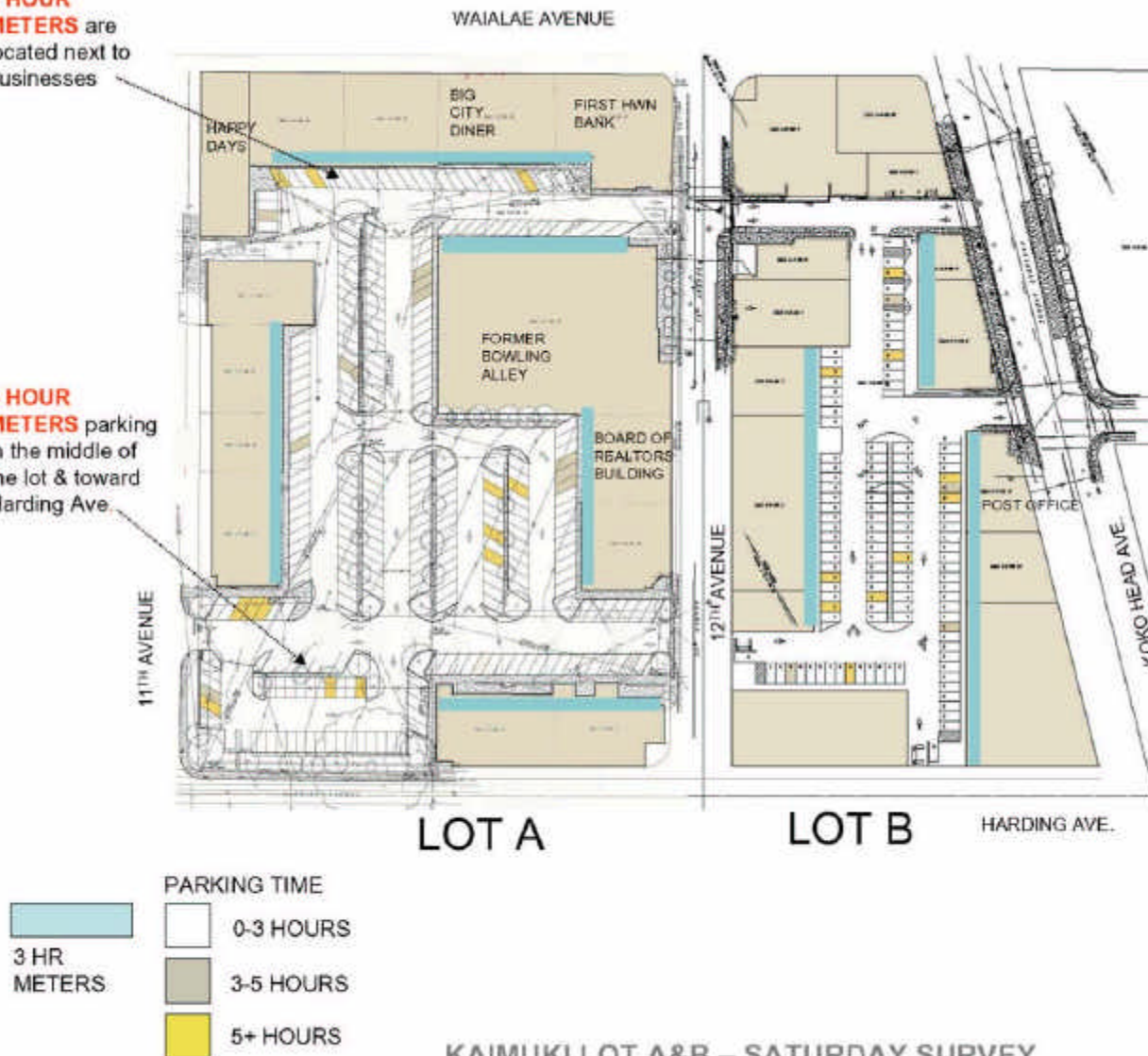
### COMMENTS

- Long-term (+5 hours) parkers are likely office workers and employees
- Latent customer spaces being lost to workers
- Long-term parkers prefer 5-hour meters to reduce having to feed meters all day
- When long-term parking occurs in 3 hr. meter zones, they are probably close to where it is easier to feed meters and watch for meter maid



**3 HOUR METERS** are located next to businesses

**5 HOUR METERS** parking in the middle of the lot & toward Harding Ave.



KAIMUKI LOT A&B – SATURDAY SURVEY

## PARKING USER DIAGRAM

Figure 2-11

### OBSERVATIONS

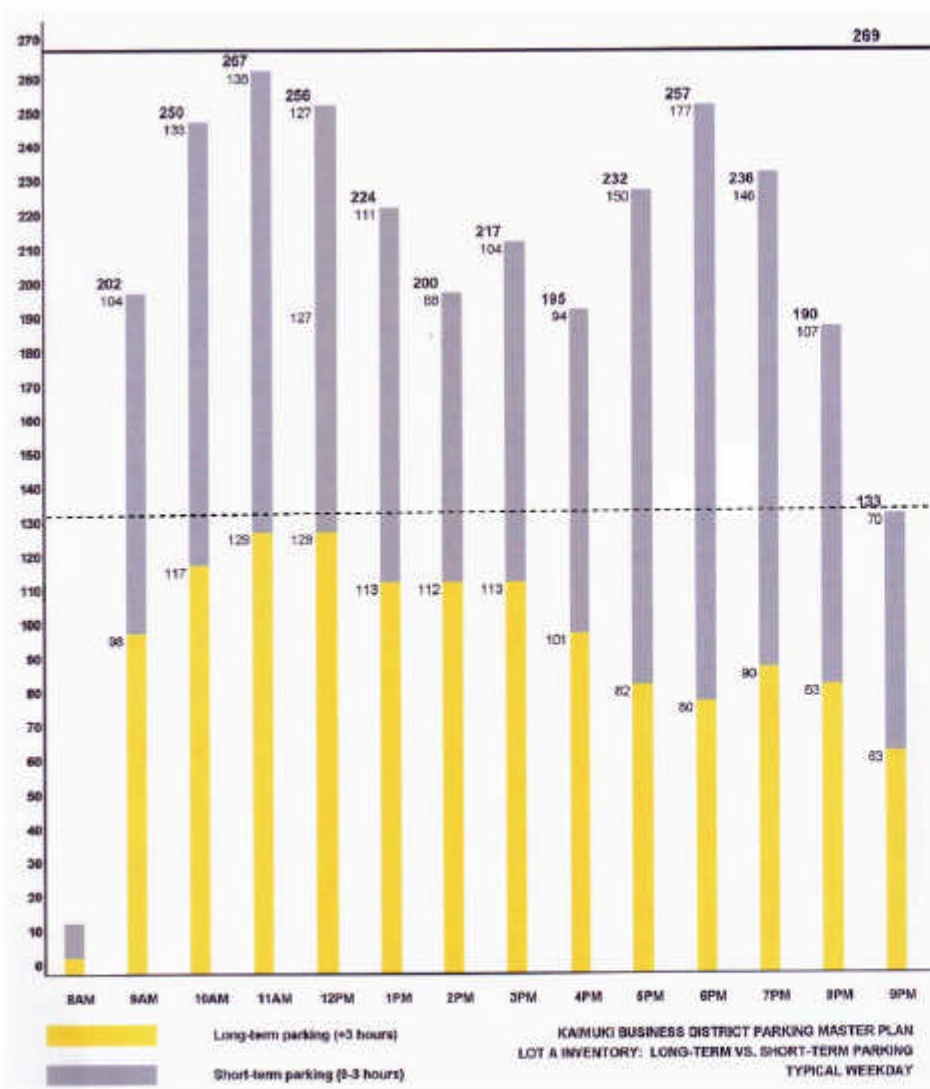
- **Fewer** long-term (+5 hours) parking observed on the weekends (less office workers)
- Long-term (+5 hour) customers don't favor one lot over the other
- Long-term parking occurs in both 3 hr. And 5 hr meters zones.

### COMMENTS

- Because MORE parking spaces are available on weekends, long-term (+5 hours) customers will park closer to where they do business or work

KAIMUKI BUSINESS DISTRICT  
PARKING MASTER PLAN STUDY





## KAIMUKI BUSINESS DISTRICT PARKING MASTER PLAN PROJECT

Figure 2-12

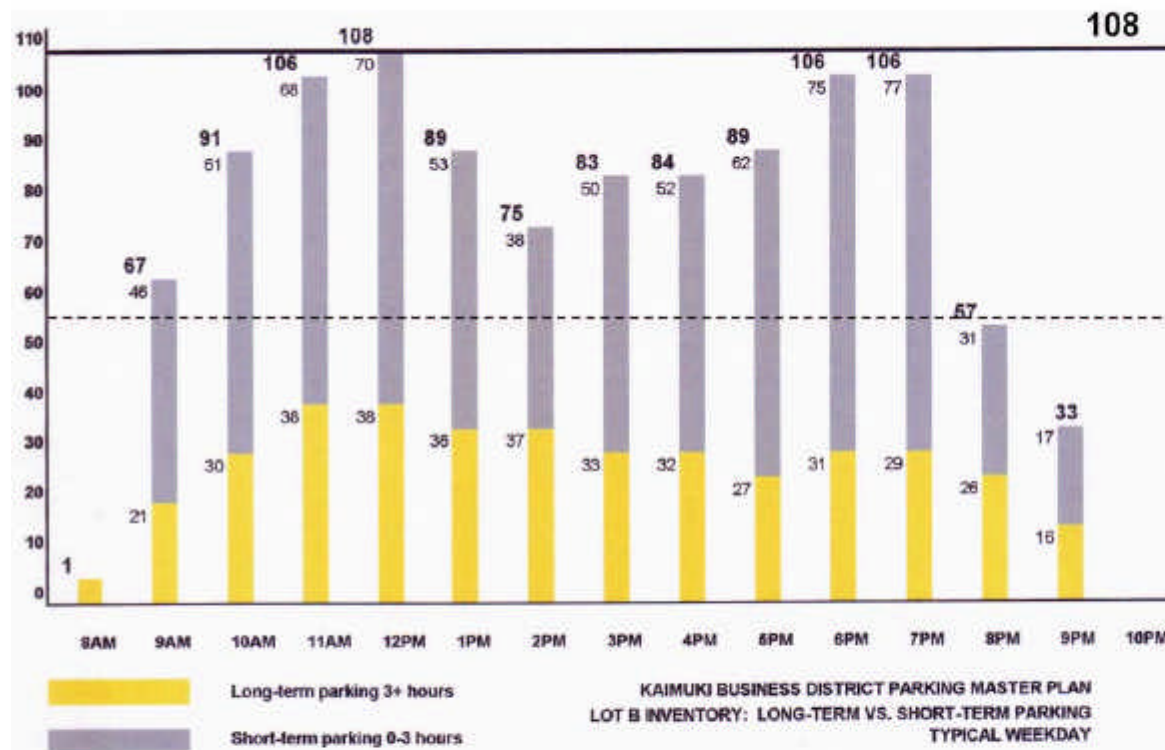
## LOT A: WEEKDAY PARKING FIELD SURVEY

- **PEAK** periods at lunch and dinner time; lot close to capacity between 10 a.m. & 12 p.m., and around 6 p.m.
- After 5 p.m., number of long-term parkers declines while number of short-term parkers increase during peak dinner hours
- Parking lot starts to **empty out after 8 p.m.**
- Lot is never at capacity except during lunch and dinner hours
- During the day, almost **HALF (50%)** of the parked cars is **Long-term** (average of **114 spaces**)
- After 5 p.m., long-term parking number drops but **One Third** of remaining evening parking is **Long-term**

## FINDINGS

- Higher number of long-term daytime parkers could represent **office workers**, who go home after 5 p.m.
- Long-term parkers found in the evening could represent **restaurant and other retail workers**
- During peak hours, average of **100 additional spaces** could be provided for customer parking if workers could be encouraged to park elsewhere.
- **Incentives** and/or adjustments in hourly **RATES** (Attendant options) or **TIME/RATE** (Meter option) are short-term solutions

## LOT B: WEEKDAY PARKING FIELD SURVEY



### KAIMUKI BUSINESS DISTRICT PARKING MASTER PLAN STUDY

Figure 2-13

- **PEAK** periods at lunch and dinner time; lot close to capacity between 11 a.m. & 12 p.m., and between 6 & 7 p.m.
- After 5 p.m., number of long-term parkers declines while number of short-term parkers increase during peak dinner hours
- Parking lot starts to **empty out after 7 p.m.**
- Lot is never at capacity except during lunch and dinner hours
- During the day, approximately **ONE THIRD** of the lot taken up by long-term parkers (as opposed to 50% in Lot A)
- The majority of parkers are short-term (3 hours or less)

## FINDINGS

- Long-term parking number is fairly **constant** (mid 30s out of 108) during the day
- Lot B is close to capacity during the peak Lunch & Dinner hours but **not always full** during other times

## 2.7 PERIPHERAL PARKING INVENTORY

The community requested that the study team examine peripheral parking sites outside of the municipal lots. If the municipal lots are presently full during peak times, then finding parking opportunities outside the lots would be extremely helpful to the business community, and further complement any short-term parking options within the municipal lots. If more peripheral parking sites that could be used for business and restaurant customers were identified, it would decrease the level of frustration experienced by visitors who may shop or dine elsewhere, or provide opportunities for employee parking that in turn would alleviate pressures on the municipal lots.



Fig. 2-14: Surface lot mauka of Waialae Building utilizes a Pay and Park system

The peripheral parking inventory established a limit based on a quarter mile radius, equal to a 15 minute walk. The point of origin was the center of the municipal lots. (See Figure 2-13.) The study included two sites that were outside of the quarter mile

circle, Sacred Hearts Academy and St. Patrick School, at the community's request because they might be available for off-hour/weekend parking, if coupled with a shuttle or trolley service. Other parking lots included the Central Pacific Bank site (170), Bank of Hawaii (20), Ben Franklin Variety (old Payless/Goodwill, 29), Honolulu Board of Realtors (50), Waialae Building (100), Lilioukalani School (staff parking, 45), Kaimuki Christian Church (22), Kaimuki Library (30) and Kaimuki Business Plaza (62).



Fig. 2-15: Two parking lots (Bank of Hawaii and Franklin Variety) are located behind the former Queen Theater and are open to public in the evenings.

### 2.7.1 Findings

- The team identified a total of 760 peripheral parking spaces outside of the municipal parking lots, and 111 on-street parking spaces within the quarter mile radius.
- The zoning code requires minimum parking requirements for the property owner and users of the buildings based on square footages. The private developer may be compelled by zoning and economics to provide the minimum parking spaces, resulting in decreasing parking availability.
- The Waialae Building parking lot is a surface lot open to the public at all times of the day and evening. It is in close



proximity to the Waialae businesses and restaurants. Its daily rate of \$3.00 is less than the equivalent time for meter parking (\$0.50/hour for eight hours = \$4.00). There are 75 parking spaces available to the public of 100 spaces.

- The Bank of Hawaii and Franklin Variety surface lots offer 45 parking spaces to the public, after business hours.

### 2.7.2 Conclusions

- The Waialae Building surface parking lot is a private lot that could accommodate employee parking to alleviate parking pressure on the municipal lots during peak periods. It is less than a block away from Waialae Avenue.
- In its present form, the Lilioukalani School parking lots could be used by the public during after-hours, and perhaps in conjunction with valet parking. This arrangement would need approval from the State of Hawaii/Department of Education.
- The Lilioukalani Elementary School site is owned by the State of Hawaii, Department of Education (DOE). Due to demographic changes, the elementary school site is not fully utilized. It may be possible that a portion of the site could be retained for school functions while a portion facing Koko Head Avenue could be developed for public parking.



Fig. 2-16, left: Lilioukalani Elementary School has two parking lots that could be utilized by the business community during non-school hours

Privately-owned property with private parking could integrate public parking into development projects if development incentives or perhaps zoning adjustments could be offered. When the time comes, the City should proactively work with the developer through zoning incentives to encourage the inclusion of public parking.

- In addition to private development, two public sites could be studied (though not part of this parking study) that could be redeveloped with public parking: Kaimuki Community Park and Lilioukalani Elementary School.



Fig. 2-17, above: Kaimuki Community Park has been suggested as a possible site that could be redeveloped to accommodate public parking



### 3.0 SHORT-TERM PARKING OPTIONS (ATTENDANT PARKING)

#### 3.1 OVERVIEW

The Information Gathering and Site Assessment Phase included the following:

- Discussion with stakeholders at a community meeting on October 18, 2003
- Discussion with parking lot operators
- Review of existing documents including plans of the municipal parking lots and 1999 Kaimuki Traffic Calming Project report.
- Review of previous community meeting related to parking concerns prior to 2003, including “Talk Story” in 2001
- Demand study of municipal lots in November 2003
- Peripheral parking study
- Research on attendant and mechanical parking systems

Based on our research and input from the community, four (4) short-term parking options were developed and presented to the community on December 13, 2003. The short-term options included new parking lot layouts that showed location of entry/exit gates and pay booths. The community meeting included members of GEHCA, Kaimuki Business & Professional Association, Kaimuki Neighborhood Board #4, Vision Team #15, business people, residents, public officials, land owners and other interested parties.

Based on community and DTS input, a preferred option was selected by the community at this meeting and refined for this report. The evaluation of the short-term options considered parking lot operations, urban design concerns and budgetary costing.

#### 3.2 METER PARKING REVENUE

According to the Honolulu Police Department (HPD) Traffic Division, Enforcement & Collection Section, parking meter revenue for both parking lots average about \$52,000 per month in 2003. At the established parking meter rate of \$.50 per hour and a total of 377 parking spaces in both lots, this amount of revenue equates to a compliance average of 9 hours per meter per day, including weekends. This indicates that patrons are paying the parking meters, despite limited enforcement.

The revenue figures also indicate that it is unlikely that the parking revenue would increase significantly by providing measures such as tighter parking access controls on the two municipal lots to offset the equipment and operating labor costs for attendant parking or an automated pay-on-foot (POF) system.

Additional parking revenue could be generated with attendant parking or a POF system if the parking rates could be increased, at least for long-term parkers. However, DTS staff has indicated it would be difficult to adjust or increase the parking rates, due to Council’s sensitivity to general community sentiments. City Council action via an ordinance is required to increase parking rates of municipal lots.



Figure 3-1: 3-hour meters are located closer to buildings while 5-hour meters are located in middle of lots or toward Harding and 11<sup>th</sup> Avenue corner.

### 3.3 SHORT-TERM PARKING GOALS AND OBJECTIVES

- A. Provide more parking for retail and restaurant customers by increasing turnover of stalls within the two municipal parking lots. A corollary goal should be to find a place outside of the municipal lots for the high percentage of employees to park, who are presently using the two lots during the week.
- B. Reduce the time limits on parking meters  
To discourage long-term parkers (employees) from occupying spaces that would potentially be available to customers, the time limit on parking meters could be reduced from 5 and 3 hour parking to a more short-term (3 hour) and very short-term (1 hour) parking meters, or variable parking rates, used in conjunction with attendant parking.
- C. Improve automobile circulation within the parking lots  
Due to overcrowding within the municipal parking lots during peak hours, improved auto circulation will lessen frustration and promote pedestrian safety.



Figure 3-2: Lot B is surrounded by a mixture of apartments and small businesses. In both lots, the environment could be more pedestrian friendly.



Figure 3-3: Parking spaces close to the Waialae Avenue restaurants and retail shops (Lot A) are at a premium

- D. Provide a designated area(s) for delivery of goods and pick up of garbage  
Presently, there is no designated area for deliveries. Designated stalls could be reserved for deliveries during early morning hours and available to customers during normal hours.
- E. Provide passenger drop-off area, as well as future valet parking transfer area  
This would be an amenity to customers, who could be dropped off or picked up close to the retail shops and dining establishments near the Waialae Avenue. Kaimuki has many elderly customers who would utilize a drop-off area.
- F. Provide area for bicycle storage and other amenities  
This is a community request for alternative transportation (mopeds and bicycles) that should be provided in any option. Amenities could include bike racks, moped parking area, cash machines and pay machines (in the case of pay-on-foot parking system).
- G. Provide safer pedestrian circulation within the municipal lots that connect to the existing sidewalks



Restriping and other improvements should take into account pedestrian circulation and safety, including parking lot lighting and adequately sized passageways and walkways.

### 3.4 PROPOSED IMPROVEMENTS COMMON TO ALL SHORT-TERM OPTIONS

To satisfy the objectives stated in the previous section, Lots A and B were reconfigured within the confines of the municipal lots. The base option is for Metered Parking on the mauka side of both lots while there are two options that involve an Attendant Parking system. A fourth option considers Automated, Pay-On-Foot system that eliminates both meters and attendants.

Common to all options are the following improvements:

- In Lot A and Lot B, a separate parking zone is created for deliveries and very short-term meter (1 hour limit) parking close to the Waialae Avenue businesses and eating establishments. This is to separate loading, passenger drop-off (and possible future valet parking drop-off), trash-pick up from the main, longer-term (3 hour) parking lots located on the makai side toward Harding Avenue. In Lot B, this area also allow for Post Office loading and the exit driveway of American Savings Bank will be outside of the main parking lot.
- In Lot A, one-way automobile circulation and angled parking are created for all areas, short-term (mauka) areas and main parking lots (makai). Auto circulation and driver decision making are clearer, while queuing problems are reduced. In the mauka short-term parking lot, the entry point at the narrow 11<sup>th</sup> Avenue driveway is easier to negotiate and thus safer for pedestrians.
- In Lot B, one-way circulation is instituted but 90° stall parking is retained. To increase efficiency in the makai parking area, the Harding Avenue driveway is made one-way “in,” while the 12<sup>th</sup> Avenue driveway is made one-way “out.”
- Modest increase in parking stalls in both lots

Presently there are a total of 380 parking spaces in both parking lots. The restriping adds 13 parking spaces in Lot A (from 270 to 283 spaces) and 2 additional parking spaces in Lot B (from 110 to 112).

- In Lot A and Lot B, a landscaped buffer physically separates the short-term (1 hour) parking/delivery area on the mauka end from the longer-term (3 hour) parking area toward Harding Avenue. This zone, although limited in space, could be a place for a cash machine, future automated payment machine and bike storage.
- In Lot A, the one-way circulation allows for a new 8 foot wide sidewalk at the rear of the Waialae Avenue restaurants, such as Happy Day, Café Lauffer and Big City Diner. This would provide pedestrians better access to the restaurants and safety from cars.
- Retention of major canopy trees in both lots.



Figure 3-4: One-way circulation and angled parking would improve efficiency in Lot A (12<sup>th</sup> Avenue driveway)



TREES HELP TO COOL DOWN  
PAVED AREAS AND SHOULD BE  
PART OF AN OVERALL  
LANDSCAPE PLAN

SIMPLE APPLIED ELEMENTS SUCH  
AS AWNINGS PROTECT ENTRIES  
AND PROVIDE DEPTH AND COLOR  
TO THE BUILDINGS.

LIGHTING, PAINT AND COLOR, &  
WELL- DESIGNED SIGNAGE  
WOULD UNIFY THE FACADES.

COMMUNITY  
**ENHANCE INWARD  
FACING FACADES**

Improvements are  
initiated by individual  
restaurants and shops.

This is an opportunity to  
make a strong visual  
impact with many small  
improvements.



Fig. 3-5: Sketch illustrating privately  
installed awnings, signage and other short-  
term improvements in Lot A

**KAIMUKI BUSINESS DISTRICT  
PARKING MASTER PLAN PROJECT  
SHORT TERM IMPROVEMENTS**



CITY AND COUNTY

**CREATE SIDEWALK FOR REAR ENTRANCES**

Provide continuous walkways in the parking lots that lead directly to the sidewalks, restaurants and shops.



USE THE CITY'S PARKING IMPROVEMENTS AS A CATALYST FOR SIMPLE PRIVATE-SECTOR PROJECTS

BETTER LIGHTING IS NEEDED IN THE DARK AREAS OF THE CITY LOTS, PLUS IMPROVED LIGHTING AND SIGNAGE AT STOREFRONTS

THERE SHOULD BE A CLEAR, SAFE PEDESTRIAN ROUTE FOR PATRONS USING THE BUSY PARKING LOT

**KAIMUKI BUSINESS DISTRICT  
PARKING MASTER PLAN PROJECT  
SHORT TERM IMPROVEMENTS**

Fig. 3-6: Sketch of Short-Term Parking Improvements in Lot A



### 3.5 SHORT-TERM PARKING OPTIONS

#### 3.5.1 Option 1: Metered Parking In Both Lots

Metered parking occurs in both Lots A and B. There are no entry gates or attendant booths in this option. In both lots, a separate short-term (1-hour) parking area is created at the rear of the restaurants and other businesses fronting Waialae Avenue. The main parking areas in both Lots A and B are separated by a landscape buffer. In Lot A, the reconfiguration and restriping adds 13 parking stalls, for a total of 283 stalls. One-way circulation and angled parking improves movement and reduces congestion.

In Lot B, the metered parking remains except that it is separated into short-term parking and longer-term parking. One-way circulation in the main portion of the lot improves movement and reduces congestion. There are also one-way entry and exit points at Harding and 12<sup>th</sup> Ave. Restriping adds 2 spaces, for a total of 112 stalls.



Figure 3-7: The short-term 1-hour meter parking area in Lot A is accessed via 11<sup>th</sup> Avenue, across from the community park



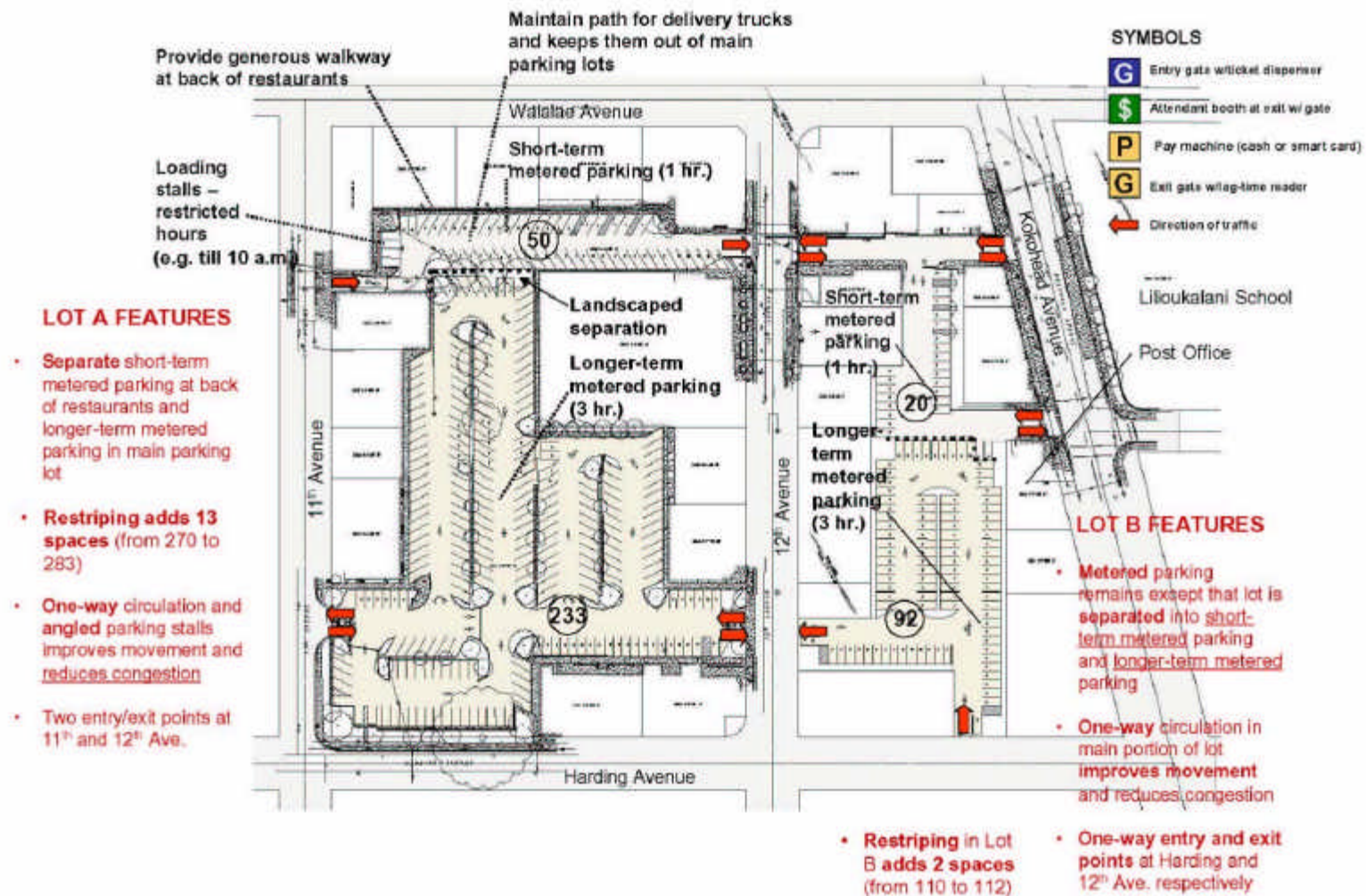
Figure 3-8: Dash lines indicate extent of landscape buffer separating short term meter parking from longer term parking

#### Advantages

- Familiar system with the public
- No significant investment in equipment such as gates and attendant booths
- Labor cost is minimal other than citation enforcement and collection

#### Disadvantages

- Lack of control and enforcement
- Given parking rates, no incentives for parking lot turnover
- Negative incentive: Customer would need to estimate correct amount of money to feed the meter; might pay too much or if too little, might receive a costly parking citation



### OPTION 1: Metered Parking in Both Lots

Figure 3-9: Illustrative Site Plan of Short-Term Option 1

KAIMUKI BUSINESS DISTRICT  
PARKING MASTER PLAN  
SHORT TERM IMPROVEMENTS

### **3.5.2 Option 2: Attendant Parking in Lot A; Meter Parking in Lot B**

There are two entry gates and attendant booths at Lot A, one each on 11<sup>th</sup> and 12<sup>th</sup>.

In Lot A there is separate short-term parking lot at the back of the restaurants, which is not connected to the main lot. The main lot is for longer term parking which has the attendants. Restriping adds 13 parking stalls, to a total of 283 stalls. One-way circulation and angled parking improves movement and reduces congestion.

In Lot B the metered parking remains except that it is separated into short-term parking and longer-term parking. One-way circulation in the main portion of the lot improves movement and reduces congestion. There are also one-way entry and exit points at Harding and 12<sup>th</sup> Ave. Restriping adds 2 spaces for a total of 112 stalls.

#### Advantages

- Greater control; one can't leave the lot without paying
- Keeping meter parking in Lot B is a good compromise; smaller lot may not justify gates and payment booth + attendant
- Some degree of security by having an attendant present during hours of operation
- If rates could be adjusted, could be used to encourage more short-term customers and discourage long-term (employee parking)

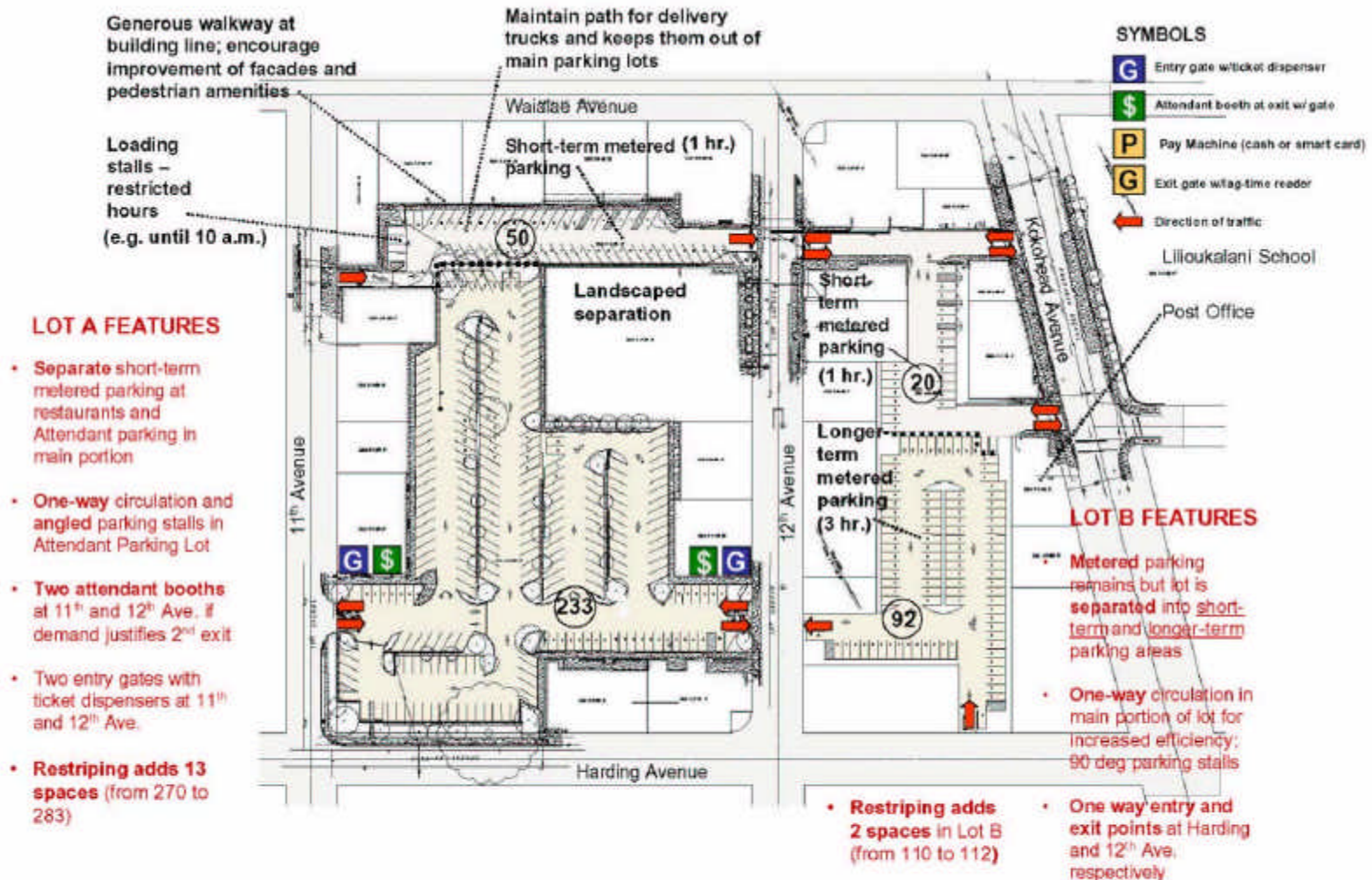
#### Disadvantages

- Greater investment of equipment is required (gates and attendant booths are expensive)
- Higher labor cost to cover services of attendants
- Gates and booths not as friendly or attractive as other options
- Maintenance costs need to be factored in



Figure 3-10: In Lot A, 11<sup>th</sup> Ave. exit driveway near Harding Ave. will have a payment booth and gate





## OPTION 2: Attendant Parking in Lot A & Metered Parking in Lot B

Figure 3-11: Illustrative Site Plan of Short-term Option 2

## KAIMUKI BUSINESS DISTRICT PARKING MASTER PLAN SHORT TERM IMPROVEMENTS



### 3.5.3 Option 3: Attendant Parking in Both Lots

There are two entry gates at Lot A, one each on 11<sup>th</sup> and 12<sup>th</sup> Avenues. There is one attendant booth on 12<sup>th</sup> Avenue. On the mauka side of Lot A, there is a separate, short-term meter parking lot at the back of the restaurants, which is not connected to the main lot. The main lot is for longer term parking which has the attendants. Restriping adds 13 parking stalls, to a total of 283 stalls. One-way circulation and angled parking improves movement and reduces congestion.

In Lot B the metered parking remains in the mauka area. The makai area has attendant parking for longer-term parking. One-way circulation in the main portion of the lot improves movement and reduces congestion. There are also one-way entry and exit points at Harding and 12<sup>th</sup> Avenues, with the entry gate off of Harding Avenue and the Attendant Booth on 12<sup>th</sup> Avenue. Restriping increases the parking count by 2 spaces ,for a total of 112.



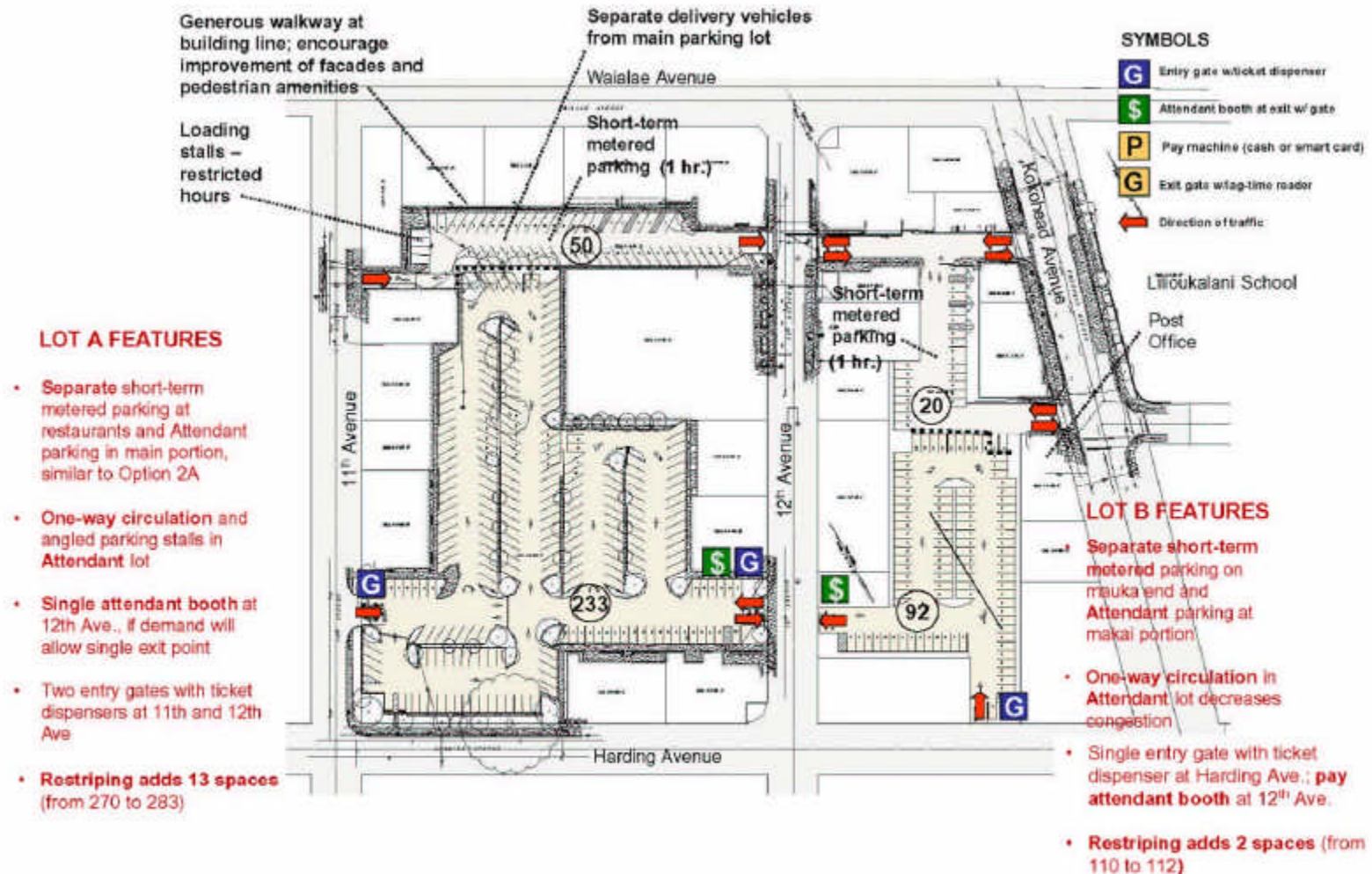
#### Advantages

- Greater control; one can't leave the lot without paying
- Some degree of security by having an attendant present during hours of operation
- If rates could be adjusted, could be used to encourage more short-term customers and discourage long-term (employee parking)

#### Disadvantages

- Cost of equipment (attendant booth and gates) would be highest and not sure if costs would justify attendant parking in both lots
- Labor costs required for attendants in both lots may not be justified
- If parking rates need to be adjusted upward to offset the higher installation and operating costs, it may encourage shopper to go elsewhere where parking is lower or free
- Gates and booths not as friendly or attractive as other options.
- Equipment maintenance costs need to be factored in to the system cost

Figure 3-12: Payment booth for Lots B located on 12<sup>th</sup> Avenue



### OPTION 3: Attendant Parking in Both Lots

### KAIMUKI BUSINESS DISTRICT PARKING MASTER PLAN SHORT TERM IMPROVEMENTS

Figure 3-13: Illustrative Site Plan of Short-term Option 3

### **3.4.5 Option 4: Automated Pay Machines in Both Lots**

There are two entry gates at Lot A, one each on 11<sup>th</sup> and 12<sup>th</sup> Avenues. In Lot A there is separate short-term meter parking lot at the back of the restaurants, which is not connected to the main lot. The main lot is for longer term parking which has the automated pay machines and attendant. There is one attendant booth on 12<sup>th</sup> Avenue in case of equipment malfunction, and a lag-time reader at the exit on 11<sup>th</sup> Avenue. Restriping adds 13 parking stalls, to a total of 283 stalls. One-way circulation and angled parking improves movement and reduces congestion.

In Lot B the metered parking remains in the mauka area. The makai area has Automated Pay Machines for longer-term parking. One-way circulation in the main portion of the lot improves movement and reduces congestion. There are also one-way entry and exit points at Harding and 12<sup>th</sup> Avenues, with the entry gate off of Harding Avenue, and the lag-time reader at the exit on 12<sup>th</sup> Avenue. The restriping work results in an increase of 2 parking spaces, or a total of 112 stalls.

#### **Advantages**

- Greater control of the parking lot; one pays the exact amount for time parked
- No negative citations for expired meters
- Variety of payment methods
- Convenient location, grouped with other amenities (cash machines, district shopping maps, bus info, good lighting)
- Transaction occurs before getting back into car; potential delays at attendant payment booths can be avoided
- Best control with respect to revenue record keeping and potential theft

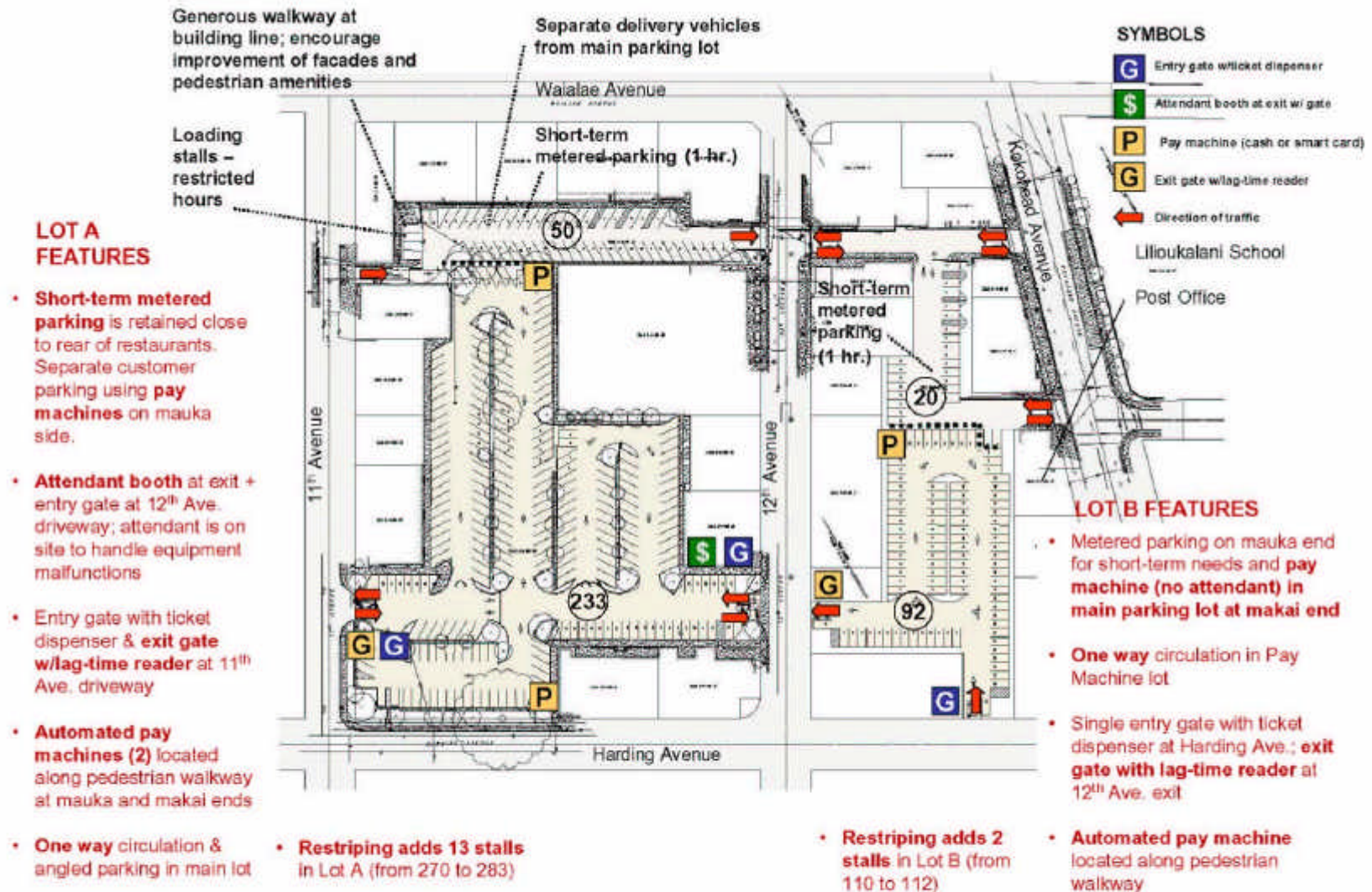
#### **Disadvantages**

- Lack of familiarity with automated machines by the public, especially among older generation
- High initial cost of automated machines
- Machines do break down on occasion; new technology
- Parking rates might need to be adjusted upwards to meet the higher first cost; may encourage patrons to go to other shopping districts or shopping centers with lower rates or free parking

Fig. 3-14: Pay machines would be installed in convenient locations within the lots







#### OPTION 4: Automated Pay Machines in Both Lots

#### KAIMUKI BUSINESS DISTRICT PARKING MASTER PLAN SHORT TERM IMPROVEMENTS

Figure 3-15: Illustrative Site Plan of Short-term Option 4



## OTHER SHORT-TERM OPTIONS

The study team assessed existing Kaimuki area parking lots produced several potential short term and immediate solutions to alleviate the parking shortage. Two private parking areas that allow public parking are the lots behind the Queen Theater on Center Street that serves the Bank of Hawaii and the parking lot behind the Waialae Building on Wilhelmina Rise.

This lot is the most compelling immediate solution to increase available parking in the Kaimuki Business District. This underused parking lot can accommodate 100 cars and more than half of the stalls are available at any time. As noted in the Parking User survey, it appears that about half of the stalls in the Municipal Parking Lots A&B are used by employees. If the business community can use the Wilhelmina parking more effectively this would account a major portion of the additional parking targeted. This lot is within walking distance to the central business area and is available for \$3 a day.

The long on short term solutions would be a variety of solutions that includes increase bus use with more bus routes and improved bus waiting areas. Encourage more pedestrian solutions for walkers and bicyclists and maintaining the Kaimuki Trolley.

Attendant parking or a POF parking revenue control system should be used as short-term parking options only if the parking rates can be adjusted to charge a higher rate for long-term parking (e.g. longer the 3 hours). Otherwise, attendant parking or a POF system would not be effective in discouraging long-term parking and would not be feasible in terms of any additional parking revenue to offset the costs of these systems

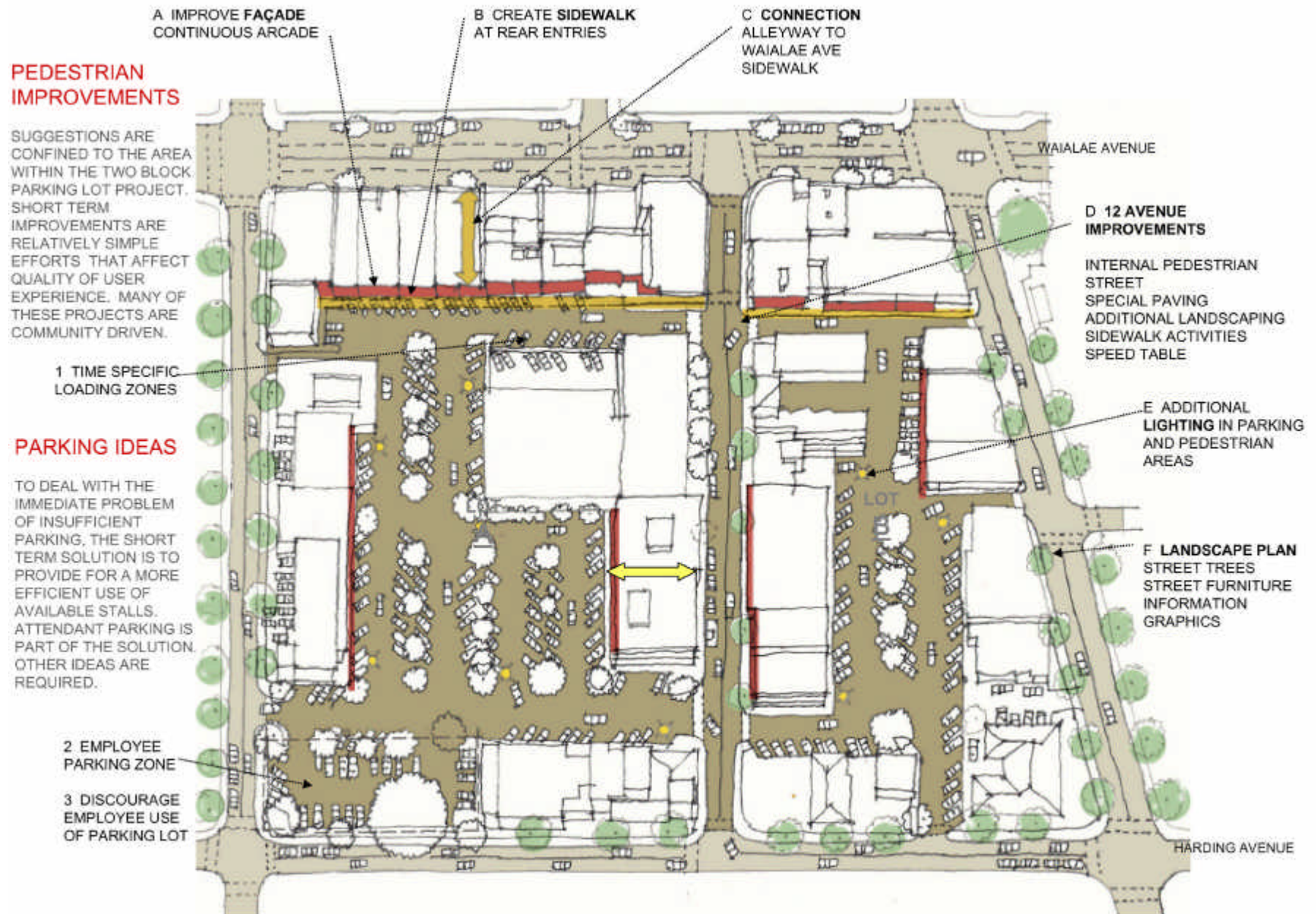


Figure 3-16: Illustrative Site Plan of Other Short-Term Improvements

## 4.0 LONG-TERM PARKING OPTIONS (MECHANICAL PARKING)

### 4.1 OVERVIEW

As indicated in Section 2.0, Existing Conditions, field work was undertaken to study parking demand in the municipal parking lots. It showed that during the weekdays, the lots are nearly always full and at capacity during peak lunch and dinner time hours. It also confirmed that on an average, 50% of the two municipal lots are occupied by customers who park for 3 hours or more. It is reasonable to assume that many long-term parking lot users are owners or employees of nearby businesses.

The graph illustrating weekday demand in Lot A (Fig. 2-16) indicates that well over 100 parking spaces are taken up by long-term parkers (workers) on a daily basis. Coincidentally, this figure coincides with the community's request to the City for 100 additional parking spaces at the October 2001 "Talk Story" Forum. (See Appendix.)

In this section, conceptual long-term parking options were developed and evaluated within the larger of the two municipal parking lots, Lot A. During this phase, the consultant team worked closely with DTS staff and the community to discuss development opportunities and constraints within the lot. Much of the technical expertise came from Walker Parking Consultants, a San Francisco-based consultant with direct experience in parking garage and mechanical parking planning and design. The team also discussed performance features and dimensional requirements of mechanical parking with a local vendor representing Robotic Parking, a US-based mechanical parking company that developed the first significant fully-automated mechanical parking facility in the United States (Hoboken, New Jersey).

The study resulted in the development of three (3) long-term options that achieved a net gain of at least 100 parking spaces within Lot A and met City zoning requirements. Options 1 and 2 considered a 3-level mechanical parking structure in two different locations within Lot A while Option 3 considered a conventional parking garage within the same lot. For the two mechanical parking options, the team considered the impact of providing 2 additional (5 total) levels to achieve a higher parking count beyond the + 100 objective. In the end, the team only evaluated the 3-level mechanical parking options because more accurate traffic and queuing studies could not be conducted as part of the project scope.



Figure 4-1: The automated, mechanical parking structure in Hoboken, N.J. shows that it can be compatible in an established neighborhood.

The three long-term parking options were presented to the general community (including members of GEHCA, Kaimuki Business & Professional Association, Kaimuki Neighborhood Board #4, Vision Team #15 - Kaimuki, Palolo, Waialae-Kahala, community leaders, shop owners and residents). Separate presentations were made to the Kaimuki Neighborhood Board. Following the community meeting and upon hearing their comments, a preferred option was selected by DTS and advised by the community.

#### 4.2 LONG-TERM PARKING GOALS AND OBJECTIVES

- A. Provide 100 more parking for retail and restaurant customers. The mechanical parking facility would be available to all users of the parking lot. Because the concept of mechanical parking is new to the islands, it would appear that use by employees would be appropriate, but the intent would be that it would be available to the public.
- B. Be compatible with the operations of the surface lots. The mechanical parking structure, with its entry and exit portals should not interfere with the circulation of the surface lot. The queuing operations (i.e., when cars line up to access the parking facility) related to the mechanical parking should not interfere with access points (entry and exiting operations) of the overall parking lot.
- C. Be compatible with the common parking lot improvements, proposed in the short-term parking options, including the split of parking into short-term 1-hour meter parking and designated delivery area and longer-term 3-hour meter parking in the makai parking lot. (See Section 3.4, "Proposed Improvements Common to All Short-Term Options")
- D. The mechanical parking structure should be sensitive to the character and scale of the existing Kaimuki buildings that border the parking lot. The sense of openness afforded by the surface

parking lot and trees should be maintained as much as possible. Consideration should be given to preserving views and breezes as much as possible.

#### 4.3 LIMITS TO LONG-TERM PARKING OPTIONS

At the two community meetings in which the short-term and long-term parking options were presented, a number of other sites were suggested by members of the audience as potential redevelopment opportunities that could include public parking. These sites included the Kaimuki Community Park, Lilioukalani Elementary School and several privately-owned peripheral lots. While the City recognized there were other excellent opportunities to develop parking facilities within Kaimuki Town, it wished to currently focus on parking options within the municipal lots only, and specifically to examine ways to meet the community's request for adding 100+ additional parking spaces within these lots.

As a follow up to this work, a market demand study that projects economic growth within the Kaimuki Business District over a period of 5 to 10 years would be helpful as a way to anticipate future employee and customer parking demand.

#### 4.4 MECHANICAL PARKING RESEARCH

##### 4.4.1 General Overview

Mechanical parking structures utilize computer-controlled, motorized vertical lifts and horizontal shuttles to transport a customer's vehicle from one of several entry bays to a remote storage compartment within the structure without human assistance. The operation of automated mechanical parking involves driving a vehicle into a "transfer compartment," similar to a single door residential parking garage. The vehicle is guided into place by steel rails or channels similar to an automatic car wash.



Once inside the entry compartment, the customer takes his or her coded ticket or inserts an access card at a payment machine located just outside the entry compartment. Upon activation, the door closes and the vehicle is removed by machines to a remote location in one of the storage levels. The storage location is recorded in the system for that ticket or access card.

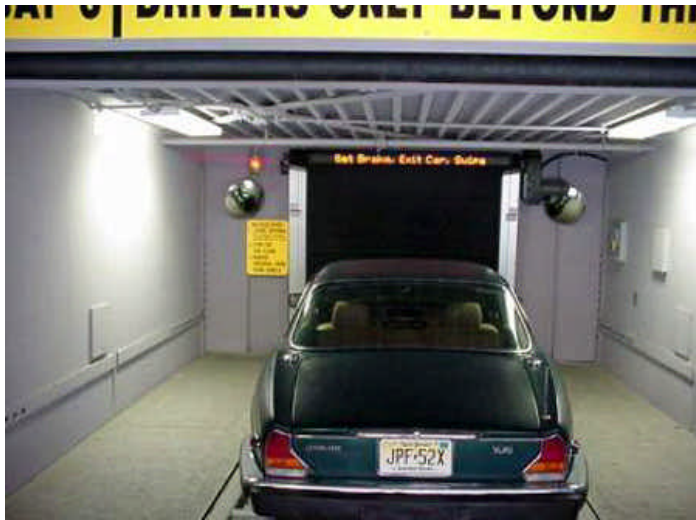


Figure 4-2: The customer drives into the Entry Compartment, gets out of the car and starts the storage process

When retrieving a vehicle, the customer inserts the ticket into the payment machine similar to a pay-on-foot machine or cash machine (ATM), makes payment and activates the retrieval process. The system determines the vehicle location from the entry transaction record of the parking ticket or access card. If an access card is used upon entry, the customer inserts the access card into the payment machine and the transport device is sent to the storage location, and the vehicle is delivered to the customer on the ground level.



Figures 4-3 & 4-4: Customer's vehicle is transported to a storage compartment on another level without human assistance or need for parking aisles and ramping.

#### 4.4.2 Advantages Of Mechanical Parking

- Since vehicles are transported without the engine running, automated mechanical parking facilities do not require mechanical ventilation of vehicle emissions.
- No air conditioning is required.
- Stall width is reduced because vehicles are stored by machines and no door opening clearances are required.
- Lower ceiling height because patrons do not circulate in the structure.
- Tandem parking can be provided since vehicles are transported by machines and can stack them end to end.
- Capacity can be increased from two to three times the parking spaces compared to self-park, ramp-accessed garages.
- No stairs or elevators are required since storage compartments are not accessible by customers.

- Safety and security is enhanced because customers do not drive within the parking structure, only up to the entry bay.
- Reduced lighting since interior of facility is not occupied.

#### 4.4.3 Disadvantages Of Mechanical Parking

- Reliability is approximately 99.5% based on downtime hours versus total operating hours.
- Service rate of 25-50 vehicles per hour per entry or exit portal is not suitable for high volume arrivals or departures.
- Construction cost is approximately 1.5 times higher than a conventional parking structure.
- The facades of the mechanical parking structure would also need to be factored into the overall costs.
- Queuing lane or lanes would need to be provided for the facility.

#### 4.4.4 Typical Design Specifications

The basic module consists of a row of 7-foot wide by 19-foot long stalls on each side of a 20-foot wide transport aisle or approximately 60-foot wide module. End-to-end tandem parking increases the total width by 20 feet. The floor-to-floor height is typically 7 feet. One lift or trans-lift is provided for every 100 to 150 spaces and one transfer chamber is provided for every 25 to 50 spaces depending upon the system used.

#### 4.4.5 Service Rate

The service rate is the number of vehicles that can be parked or retrieved per hour, including the time to transport a single vehicle from the transfer compartment to the storage space and back to the transfer compartment.

The service rate is assumed to be 30 vehicles per hour, which is a typical average service rate. Individual storage or retrieval times will vary depending on various factors such as the additional time required for tandem parking, turning the vehicles around to point to

the exit direction, number of movements involved, number of vertical and horizontal lifts, dwell time for a patron to leave the entry compartment after parking.

#### 4.4.6 Queuing Analysis

The most important objective of the queuing analysis is to determine how many entry or exit compartments or portals are required. The queuing analysis model calculates: 1) the design queue, which is how large a reservoir will exist based on a 90% probability; 2) the average queue; and 3) the level of service, which is a quantitative evaluation of how acceptable the delay is to the user.

The Level of Service (LOS) is based on the average queue in the design hour. A "queue" is a line of vehicles or people waiting to be serviced at the entrance or exit lane. It does not include the "service" position. The model uses standard traffic engineering procedures for queuing at intersections but adapted to the requirements of parking access and revenue controls.

#### 4.4.6 Peak Hour Volume

Peak hour volume is the expected number of vehicles in the busiest consecutive 60 minutes of activity and is based on the assumption that 80 percent of the parkers either enter or exit the parking structure during the peak hour. For a mechanical parking structure serving between 110 and 125 parking spaces, this number will be 80 to 100 peak hour entries or exits. These traffic usage volumes were then used for the queuing analysis to determine the design queue, delay and level of service at various conditions.

## 4.5 OPTION 1: MECHANICAL PARKING WITH ATTENDANT PARKING IN BOTH LOT

### 4.5.1 General Description

In Option 1, the mechanical parking structure abuts the makai side of the existing the Honolulu Board of Realtors Building (former bowling alley wing) in Lot A. It is part of the main attendant parking lot and accessed from 11<sup>th</sup> and 12<sup>th</sup> Avenues.

Option 1 has two scenarios:

- Option 1A provides for a net increase of 125 parking spaces and is 3 levels high.
- Option 1B provides for a net increase of 260 parking spaces and is 5 levels high.



Fig. 4-5: Option 1's mechanical parking will be attached to the Honolulu Board of Realtors Building; a retail "street" will occur between the new structure and the Victoria Inn building.

Parking Footprint: Each storage level is 20 bays long and 5 bays wide (composed of 4 rows of tandem parking and 1 linear transfer zone). There are a total of 5 entry/exit compartments.

On the ground level, nearly half of the storage bays are dedicated to retail shops that open to a pedestrian "retail alley" between the mechanical parking structure and the Victoria Inn building, landscaped and open to the sky.



Figure 4-6: View of Lot A looking toward the Harding Square commercial building. The mechanical parking structure will occupy this portion of the existing lot.



#### 4.5.2 Advantages

- Main portion of the existing surface lot, including trees, is retained.
- Parking layout with two sets of tandem parking (4 rows + 1 transfer zone) is an efficient layout for mechanical parking operations.
- The entry bays (auto transfer compartments) & customer waiting area are fairly visible for customers going to the Waialae businesses and seem to be compatible with existing travel patterns in the surface lot.
- Ground floor retail on the Diamond Head side provides activity on the ground and helps to enliven the façade facing the Honolulu Board of Realtors Building.

#### 4.5.3 Disadvantages

- The location of the entry bays may conflict with the existing parking lot operations during peak hours and create congestion.
- During construction, the mechanical parking site will impact the operation of the existing parking lot.
- The 3-level mechanical parking will block views out of the windows of the Honolulu Board of Realtors Buildings.
- Queuing lane for the mechanical parking may take away additional parking. (The makai side of Victoria Inn and the mechanical structure would be a logical place for a queuing lane)

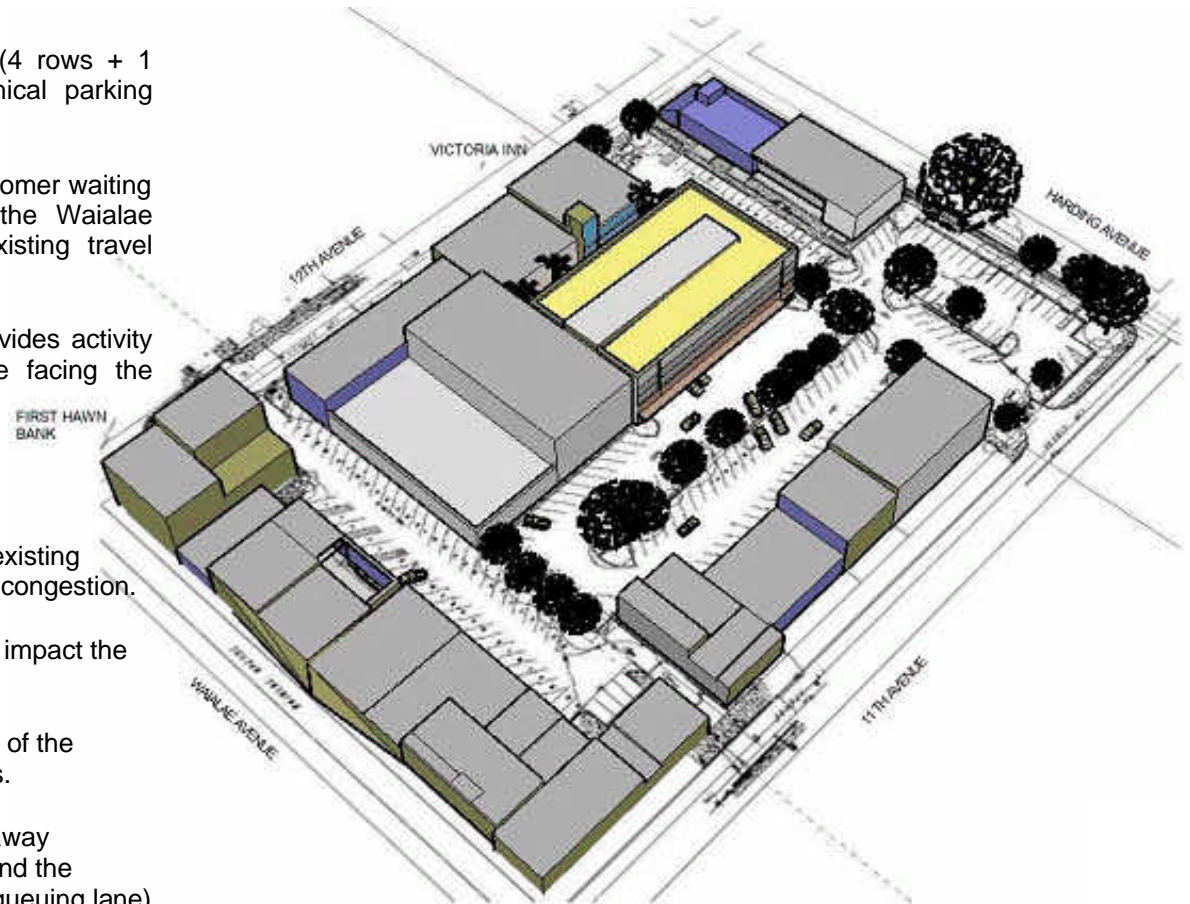
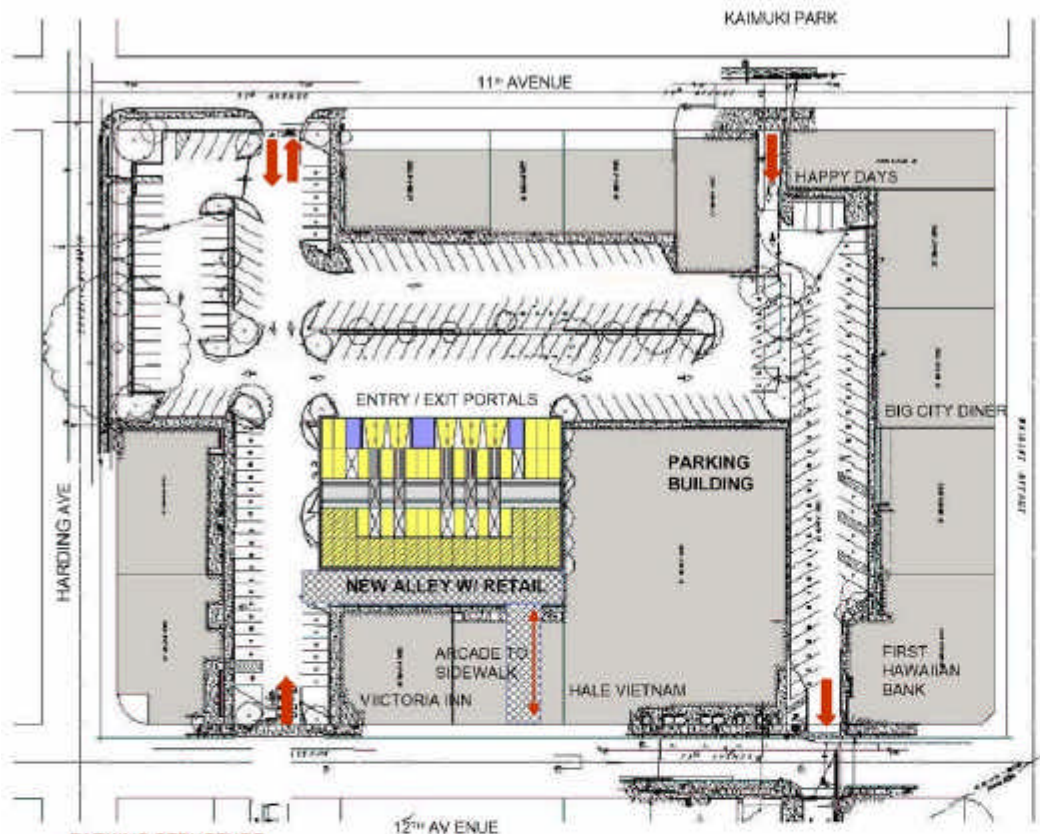


Figure 4-7: Long-Term Option 1;  
Axonometric view looking In makai direction  
toward 12<sup>th</sup> and Harding Avenues





**PARKING STRUCTURE**  
20 BAYS x 4 ROWS  
DIMENSIONS 160' X 100'  
X 28'H

**OPTION 1A/ 3 LEVELS**  
**INCREASE: 125 STALLS**

STALL COUNT 214

DISPLACED STALLS -63

SHOPS AT GROUND LEVEL -26

**OPTION 1B/ 5 LEVELS**  
**INCREASE: 260 STALLS**

STALL COUNT 349

DISPLACED STALLS -63

SHOPS AT GROUND LEVEL -26

**NET INCREASE 260STALLS**

Fig. 4-8: Long-Term Option 1  
Illustrative Site Plan of Lot A

KAIMUKI LOT A  
**OPTION 1**  
**MECHANICAL PARKING**



Location of Option 1 parking building



Connection alleyway along Victoria Inn building

KAIMUKI BUSINESS DISTRICT  
**PARKING MASTER PLAN PROJECT**  
**LONG-TERM IMPROVEMENTS**

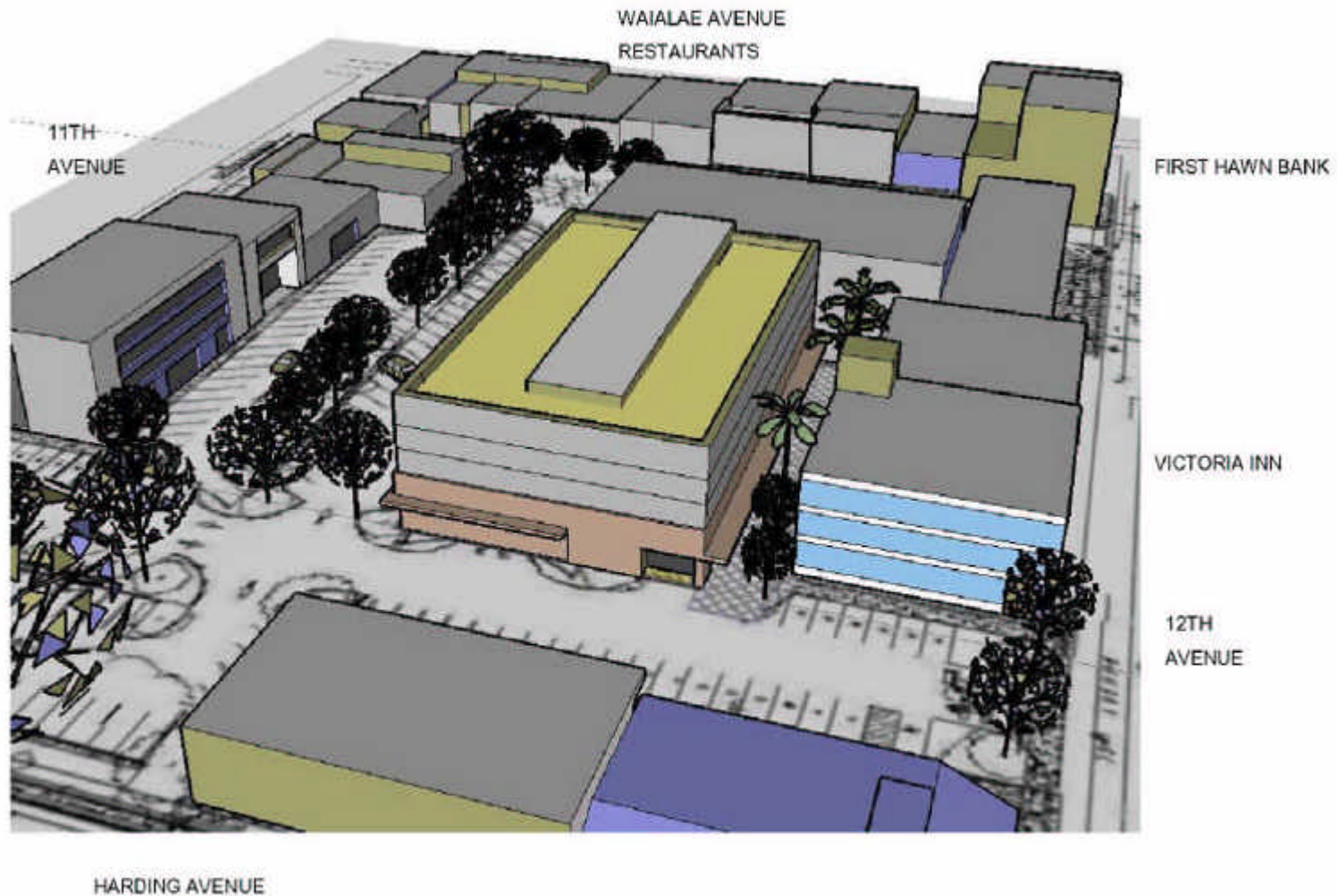


Figure 4-9: Axonometric View of Option 1, looking in mauka direction toward 11<sup>th</sup> and Waialae Avenues

KAIMUKI LOT A  
OPTION 1  
MECHANICAL  
PARKING



## 4.6 OPTION 2: MECHANICAL PARKING WITH ATTENDANT PARKING IN BOTH LOTS

### 4.6.1 General Overview

In Option 2, the mechanical parking structure is located within Lot A, in the Ewa-makai corner of Lot A, near the 11<sup>th</sup> and Harding Avenues intersection. It is on the Ewa side of the Harding Square Building that includes Curves for Women and American Savings Bank. The mauka face of the mechanical parking structure will be aligned with the mauka face of the Harding Square Building.

Option 2 has two scenarios:

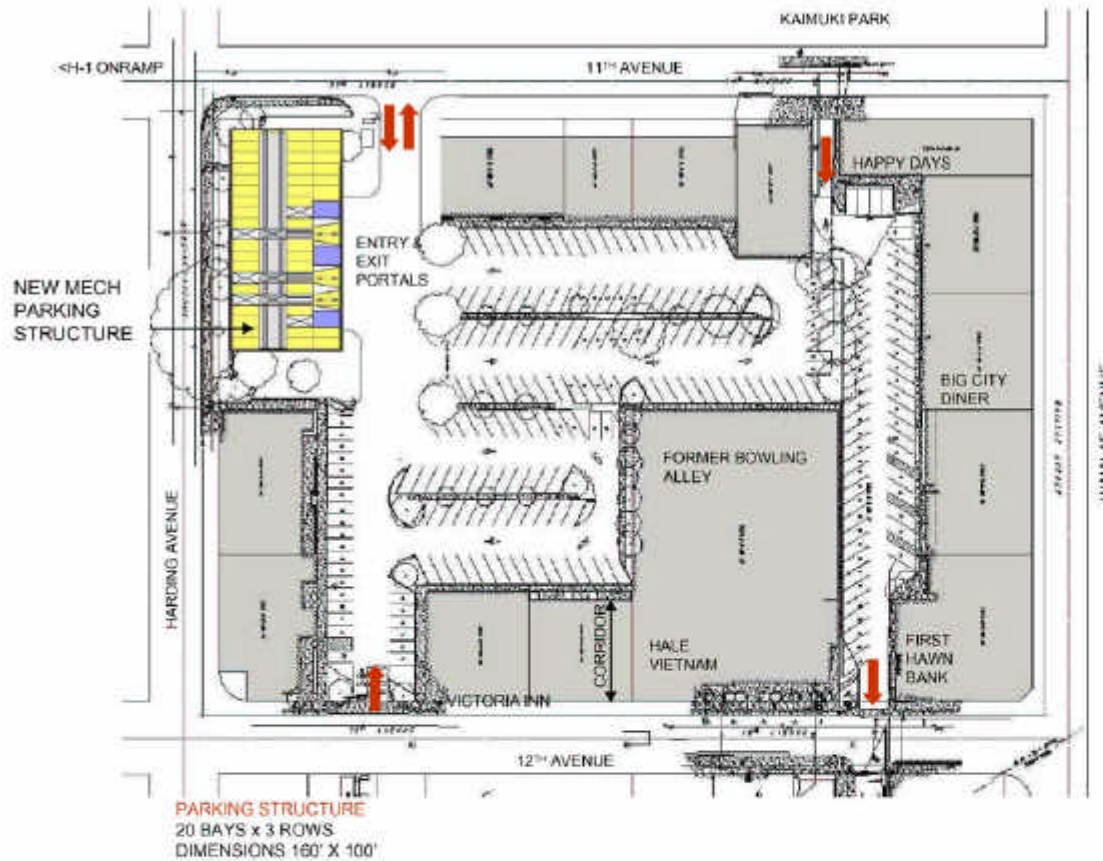
- Option 2A (base scenario) provides for a net increase of 110 parking spaces and is 3 levels high. The mechanical parking structure is only 3 bays deep and fits into the existing corner of Lot A without affecting the driveway off of 11<sup>th</sup> Avenue. The entry compartments or portals are oriented toward Waialae Avenue. There are a total of 5 entry bays.
- Option 2B (maximum parking scenario) provides for a net increase of 226 parking spaces and is 5 levels high.



Figure 4-10, upper right: Option 2 is located next to the Harding Square Building in the mauka-Ewa corner of Lot A. The Foodland Office Building is seen beyond.



Figure 4-11, lower right: Option 2 will form a hard edge along Harding Avenue. Landscaping and trees would help to soften this building edge.



**OPTION 2A/ 3 LEVELS  
INCREASE: 110 STALLS**

STALL COUNT 154  
DISPLACED STALLS -44

**OPTION 2B/ 5 LEVELS  
INCREASE: 226 STALLS**

STALL COUNT 270  
DISPLACED STALLS -44

Figure 4-12: Long-term Option 2  
Illustrative Site Plan of Lot A

**KAIMUKI LOT A  
OPTION 2  
MECHANICAL PARKING**



East on Harding Ave. at 12th Ave.



Location of Option 2 parking building

**KAIMUKI BUSINESS DISTRICT  
PARKING MASTER PLAN PROJECT  
LONG-TERM IMPROVEMENTS**



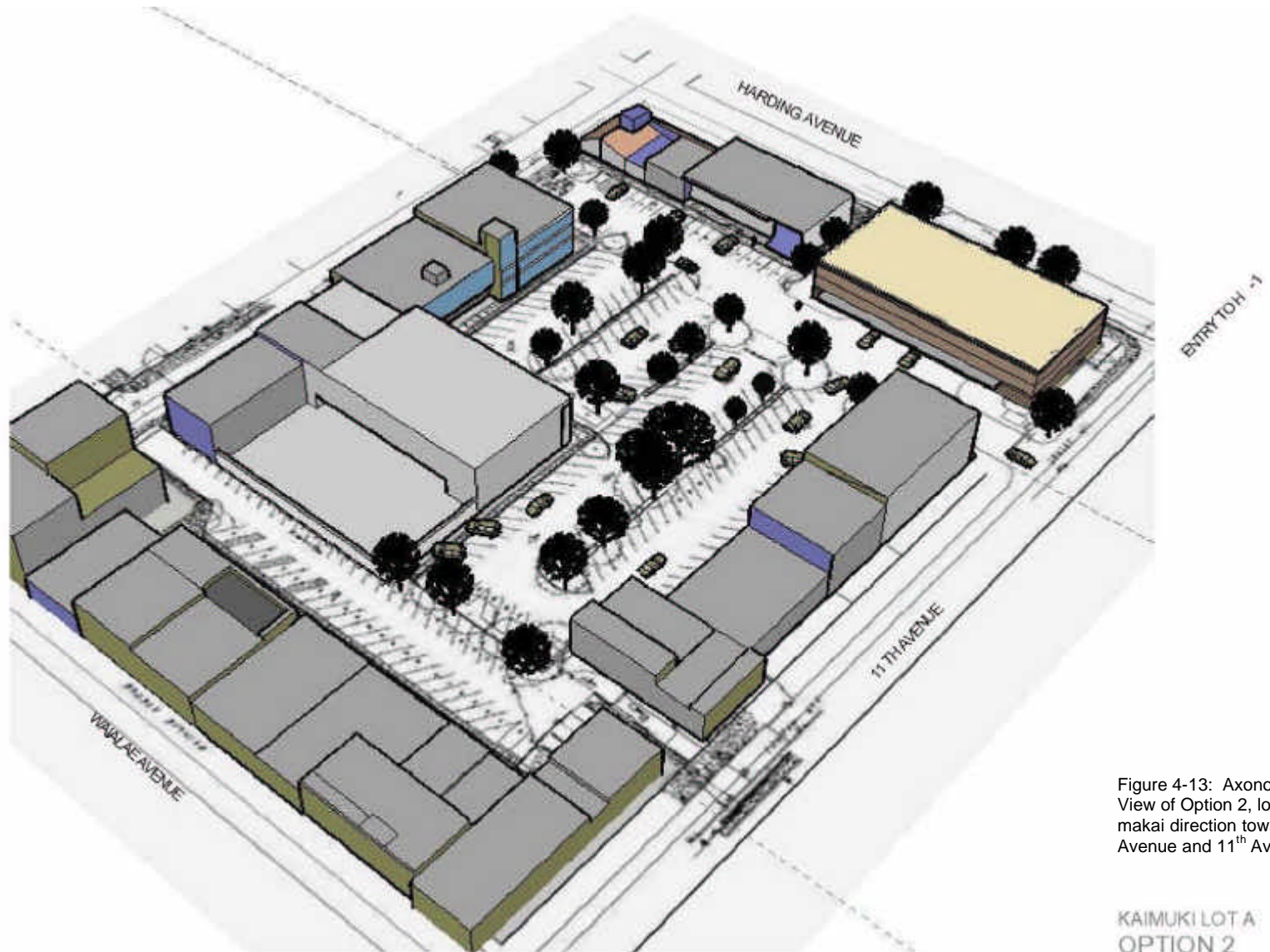


Figure 4-13: Axonometric View of Option 2, looking in makai direction toward Harding Avenue and 11<sup>th</sup> Avenue.

KAIMUKI LOT A  
OPTION 2  
MECHANICAL  
PARKING

#### 4.6.2 Advantages

- Main portion of the existing surface lot, including trees, is retained.
- The mechanical parking structure is located at the periphery of the surface lot and the façade of the parking structure continues the building frontage established by adjacent building. This maximizes open spaces within the lots.
- The auto entry bays (transfer compartments) and customer waiting area are located a good distance away from the Waialae businesses, but visible to returning shoppers and diners (a positive situation).
- Least bulky of the options.
- This location would be ideal for long-term parking customers or patrons with monthly parking passes.

#### 4.6.3 Disadvantages

- Auto entry bays are close to the 11<sup>th</sup> Avenue exit and may conflict with surface parking circulation.
- 3-deep parking layout is not as efficient as 4-deep layout and yield less parking per level, given the same length and transfer equipment.
- The site slopes in a Koko Head/Ewa and ideally, the ground floor of a mechanical parking should be level.

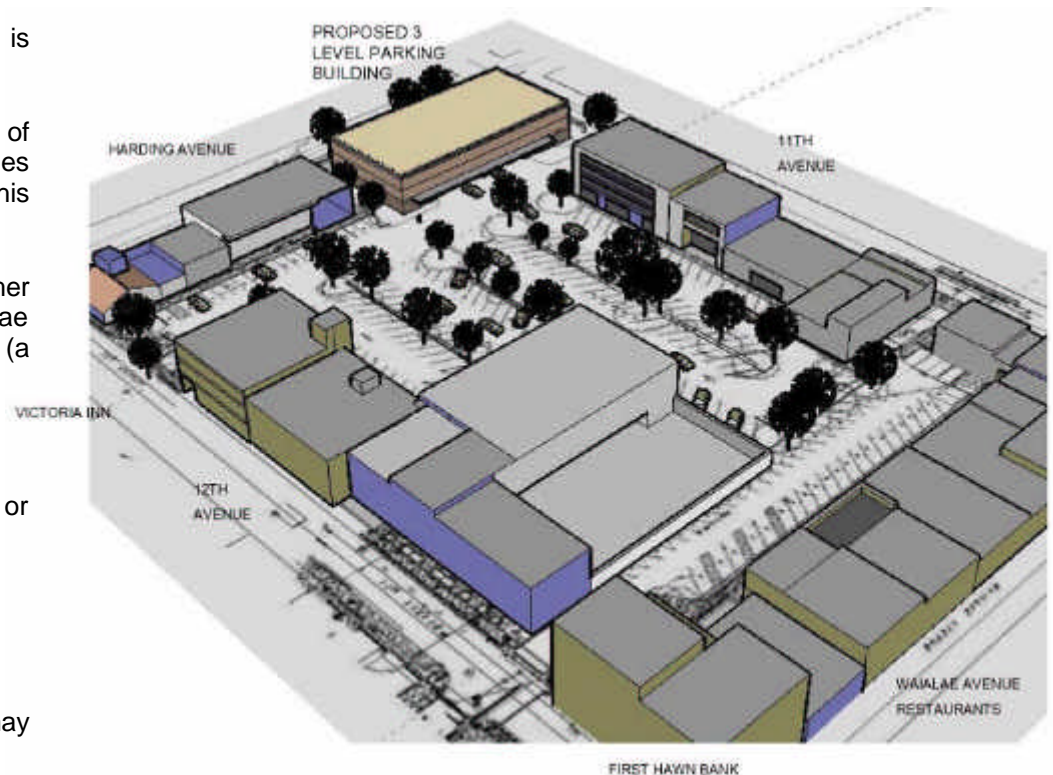


Figure 4.14: Axonometric View of Option 2, looking in makai direction toward Harding Avenue and 11<sup>th</sup> Avenue

## 4.7 OPTION 3: CONVENTIONAL PARKING GARAGE WITHIN LOT A WITH ATTENDANT PARKING SYSTEM IN BOTH LOTS

### 4.7.1 General Overview

A conventional parking structure located within Lot A was developed to allow the community to compare the mechanical parking options with a solution that they were already familiar with. Similar structured parking garages are found in other areas of Honolulu, such as Kahala Mall, Ala Moana Shopping Center, Kamehameha Shopping Center and Daiei (on Kaheka Street). This option did not seek to cover the entire lot with structured parking but rather, limited its presence to achieve 100 + additional parking spaces.

Option 3 is located in the center of Lot A. It is attached to the Board of Realtors building (at the former bowling alley parking) on the mauka end. The parking structure consists of two 60 foot wide double-loaded parking levels that work with the sloping site. The two sets of parking “trays” are 5 levels high and are offset by a half level. This option did not seek to cover the entire lot, but instead tried to restrict its footprint and height to achieve a net increase of 100 additional parking spaces.

The garage would be naturally ventilated. There are two sets of exit stairs and an elevator. There would be lighting provided within the parking structure at night.



Fig. 4-15, above: Lot A, looking mauka: This portion would be occupied by a 5-level parking garage; the existing travel aisle of the surface lot be interrupted by the proposed parking garage.



Fig. 4-16, left: Lot A, looking makai/Harding Avenue: The existing parking lot slopes in an Ewa direction; Option 3 would work with the slope by employing a split level design.



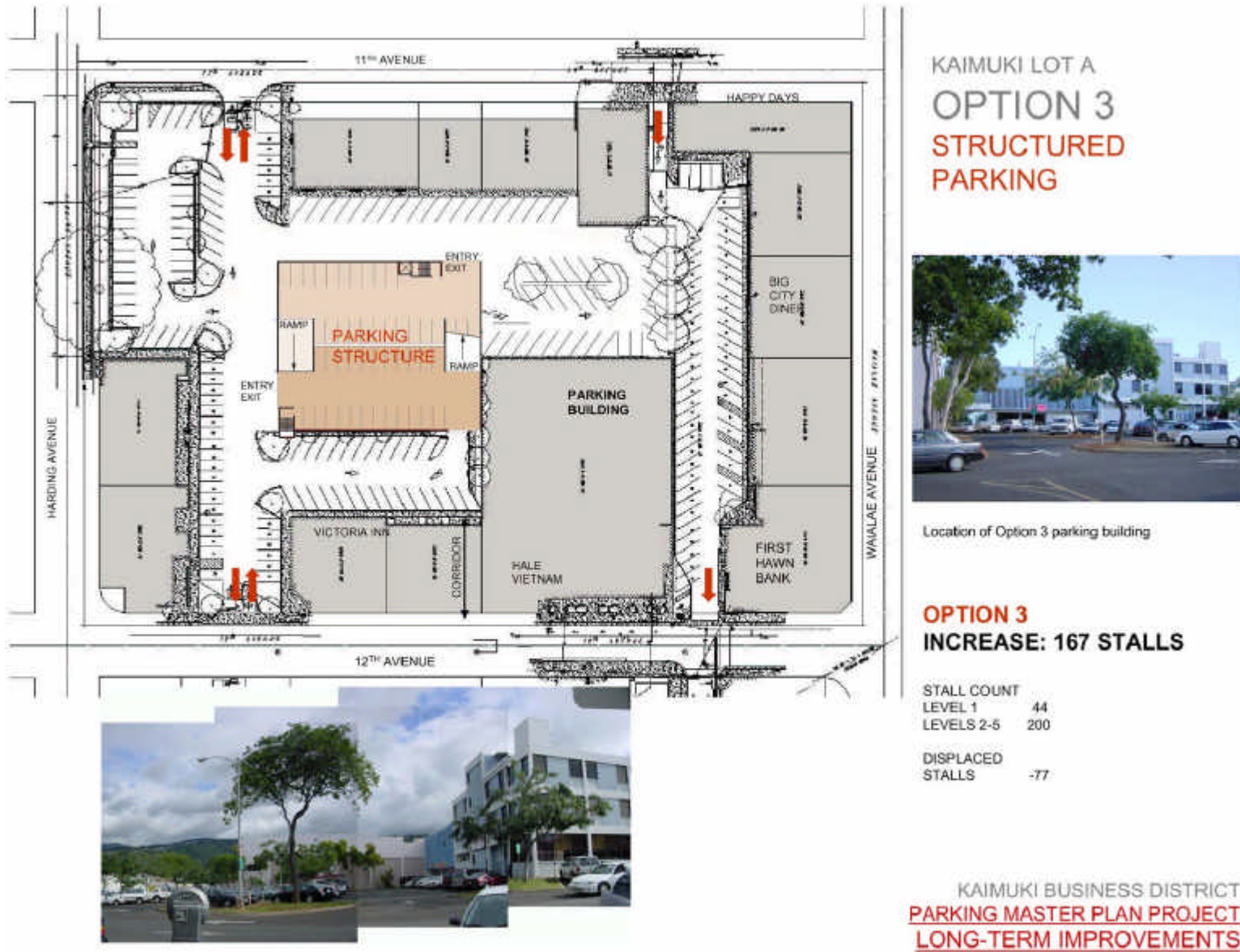


Figure 4-17: Long-Term Option 3  
Illustrative Site Plan of Lot A and  
Site Photos

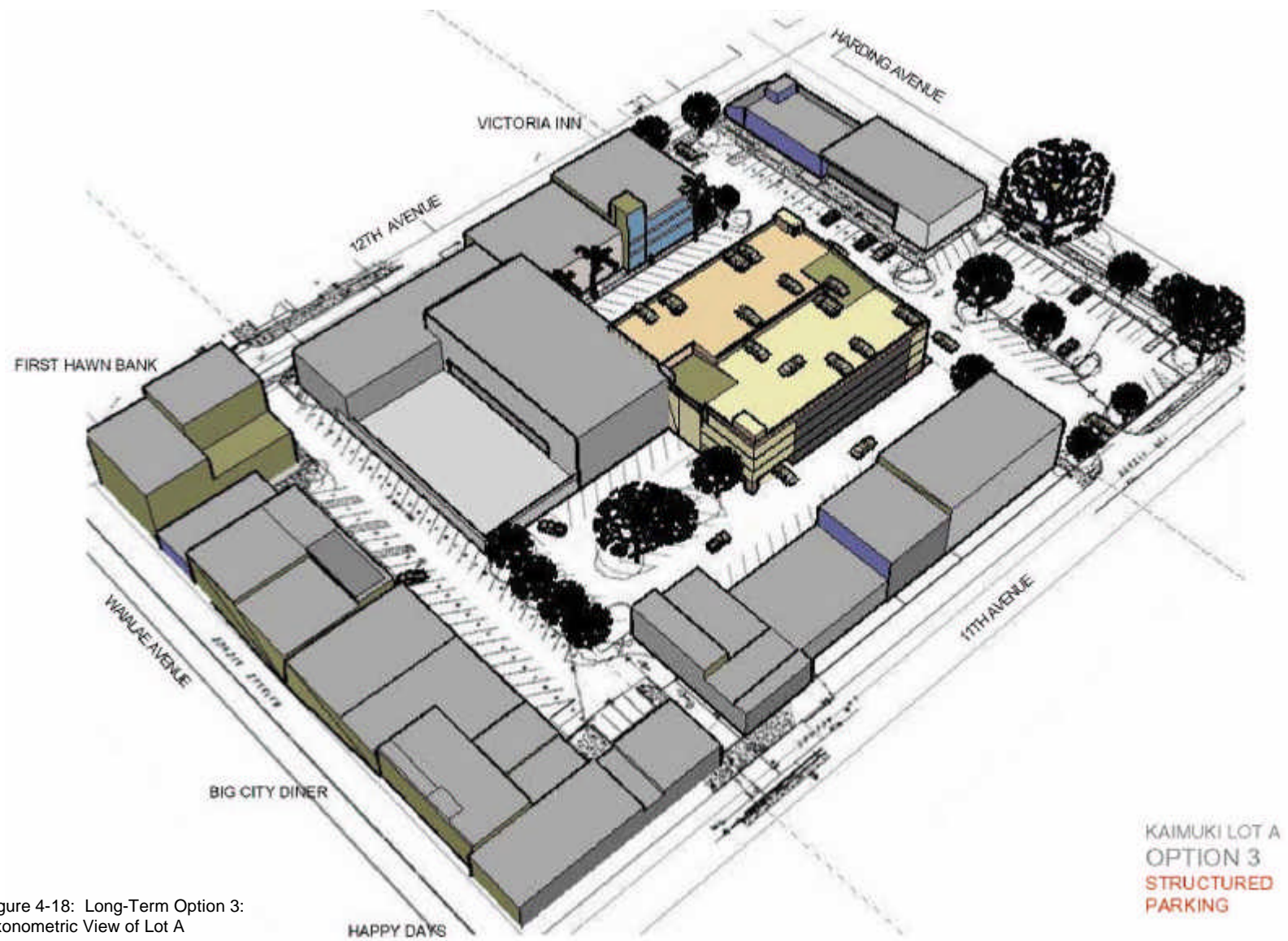


Figure 4-18: Long-Term Option 3:  
Axonometric View of Lot A



#### 4.7.2 Advantages

- A conventional parking garage will cost less than a mechanical parking system on a per stall basis
- Customers are familiar with this kind of parking operation, as it is no different from other structured parking at other shopping centers
- The garage is compatible with the sloping site
- Two stairs and one elevator are provided to all levels



Figure 4-18: Long-Term Option 3 Axonometric View of Lot A looking mauka

#### 4.7.3 Disadvantages

- It is visually and physically imposing and does not relate well to adjacent surroundings
- It will block mauka-makai views and trade winds
- Its footprint will displace the greatest amount of ground space of the three options; existing parking lot trees will be affected
- Auto circulation within the existing parking lot will be impeded
- Given the zoning constraints and limited footprint, the parking structure would not be cost effective with respect to the cost of ramps, stairs and elevator required for such a structure.
- There will be concerns about security of vehicles and safety of customers using the garage due to limited visibility. Signage and lighting will be important features



Figure 4-19: View of Lot A toward Harding Avenue. The proposed parking structure will occupy a prominent location within this lot.



#### 4.8 PREFERRED LONG-TERM OPTION

Based on overall site considerations, Option 2A, featuring a 3-level mechanical parking structure located near the intersection of Harding and 11<sup>th</sup> Avenues is the preferred or recommended long-term option. While Option 1A has positive attributes—for example, the three-level scheme provided for slightly more parking than the Harding Avenue structure, Option 2 was felt to have the least impact to the existing parking lot and adjacent buildings.

The most important factor for selecting Option 2A over Option 1A is its location at the periphery of Lot A, which allows the parking lot “open space” to be preserved, rather than filled in. While the façade design of the mechanical parking structure will need to be carefully studied, it is not entirely out of place with the nearby H-1 Freeway and on-ramp. The study team felt that the design of the parking structure could be developed in a variety of ways, from a neo-traditional approach (making it look like a building, as was done in Hoboken), to more modernist approach (of not trying to disguise it and expressing its function in a more honest way). The more important attribute of this option is that its scale and bulk are in keeping with the near by buildings, and preservation of open space.

While the City feels that anyone should be able to use the mechanical parking structure, its location would be suited to long-term parking. Should employees choose to park in the structure or are encouraged by their employers to park there through incentives and parking passes, more surface parking (more familiar to older, conservative drivers) would become available within the surface lot.

The Harding Avenue site (as well as the Honolulu Board of Realtors Building option) would require a traffic impact analysis and detail study of queuing and other aspects of the mechanical parking operation that the study could not examine due to limits in scope.



Figure 4-20: If a mechanical parking structure were to be located here, the design would need to consider the nearby 11<sup>th</sup> Avenue entrance as well as the sloping site

#### 4.9 OTHER LONG-TERM OPTIONS BEYOND THE STUDY AREA

A location with the potential to increase parking and the overall improvement of Kaimuki is the Lilioukalani Elementary School on Koko Head Avenue. This is interesting because it is a public facility and it appears at this time to be underutilized due to decreases in student enrollment and less staff. Presently, the parking area behind the bus stop on Koko Head Avenue has some potential but the stall count at 25 is fairly limited and access is awkward. Land tenure and development costs would be issues.



Fig 4-21: View of Lilioukalani Elementary School, as seen from the corner of Waialae and Koko Head Avenue. Note the existing parking lot behind the bus stop and chain link fence.

Another suggestion is to provide parking at Kaimuki Community Park located between 10th and 11th Avenues on Waialae Avenue. Couple of suggestions were undergrounding the parking and retaining a park above. A wonderful solution in that the parking disappears from sight but very costly. Another is using the tennis courts for a small parking structure.

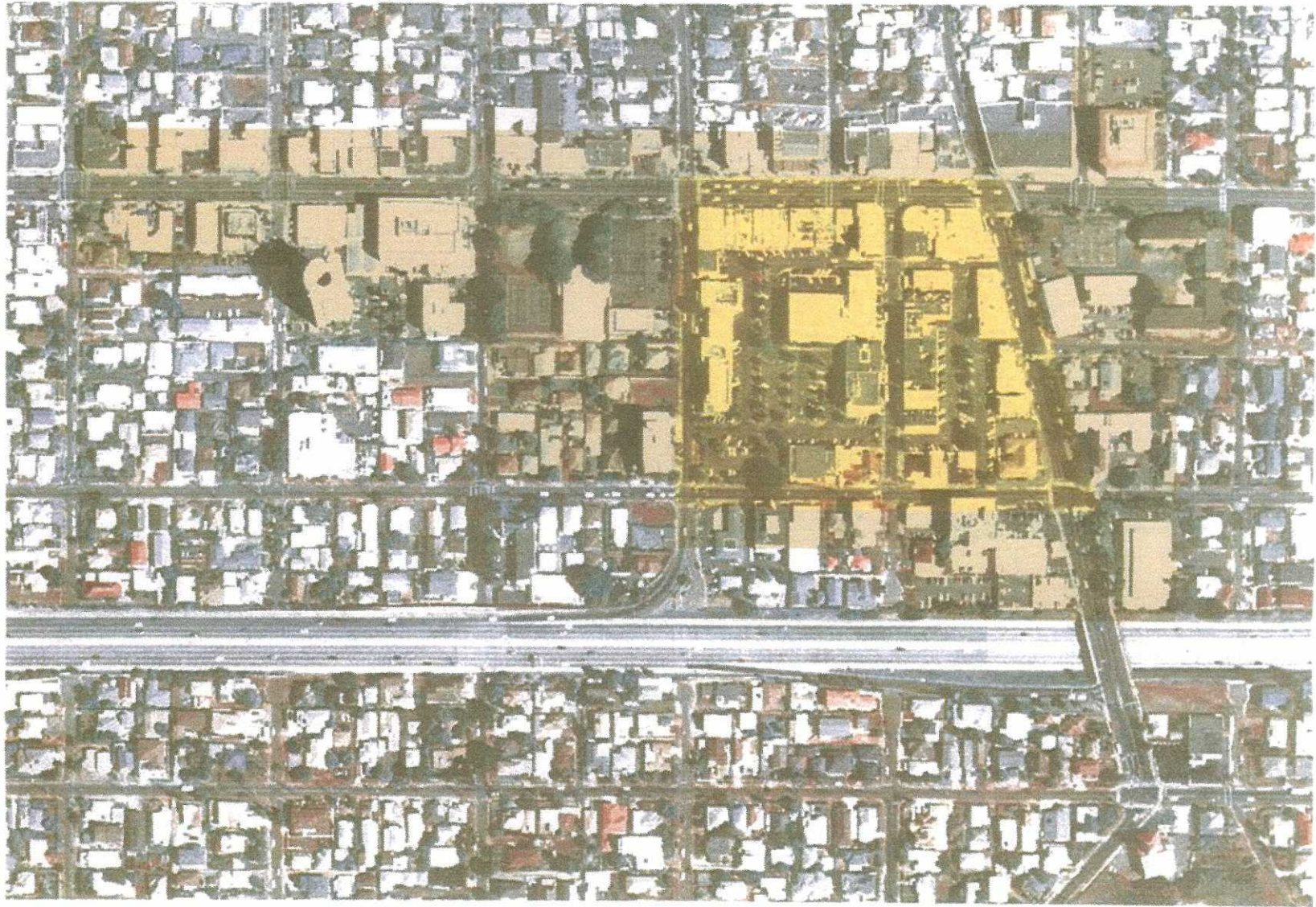
There are also potential private lands that may be redeveloped but it would be difficult to convince developers to provide additional parking for community use.

These options need to be further explored by the community and private landowners, the state and the city.



Fig 4-22: View of Kaimuki Community Park along from 11<sup>th</sup> Avenue. Play courts are on the right; the two-story community center is on the left and the gym and stage are seen in the background





## **KAIMUKI BUSINESS DISTRICT PARKING MASTER PLAN**

### **APPENDIX**



# Greater East Honolulu Community Alliance

GEHCA • CONTINUING COMMUNITY EMPOWERMENT

Parking Forum  
October 13, 2001  
at Kaimuki Recreation Center

Eric Masutomi welcomed participants and thanked them for attending the forum. He advised the participants that the forum was an informational meeting to discuss the options for parking in Kaimuki and that no decisions would be made at this time. He asked that everyone list their top two concerns on the index card they were given when they signed in.

With that he introduced the first member of the panel, Toru Hamayasu, Chief Engineer with the City's Department of Transportation Services.

Hamayasu described how the Kaimuki municipal lots were established through a parking improvement district where the property owners were assessed for the improvements. According to Hamayasu the possibility of a parking structure had been considered at one time, but was deferred due to community opposition and cost. A parking structure in today's economy would cost approximately \$30,000 a stall. Other possible options that exist are attended lots and robotic parking, but both have challenges that need to be considered. With an attended lot the operating cost would be about \$100,000 per year for one attendant and an additional \$50,000 would be needed for maintenance. Robotic parking would increase the capacity for the area as smaller stalls would be used, but there are concerns about the technology used and its reliability. Hamayasu said that any option that was chosen would have pros and cons which the community would need to decide on.

Masutomi then introduced Karl Kim, Interim Vice Chancellor for the University of Hawaii at Manoa and former Chairman of the University's Department of Regional Planning.

Kim explained that parking is driven by land usage and the factors that affect parking have to do with activities, development, special events (i.e.: craft fairs), seasonal events (Xmas parade) and even the socio-economic status of users in the area. Kaimuki needs to create a pedestrian friendly environment that encourages people to walk and make multi-use trips where they visit more than one location. Kim said he didn't feel it was necessary to just build a parking structure, if the area could be made more "user friendly" through transportation options. He said the current situation merits study as to who the users are and where they come from in order to better address the problem.

# Greater East Honolulu Community Alliance

GEHCA • CONTINUING COMMUNITY EMPOWERMENT

Masutomi thanked Kim for his remarks then introduced Linda Walchli, Senior Associate with TDA, Inc. Masutomi explained that TDA is a Seattle based company that specializes in transportation planning, economics, and management. Walchli has worked on numerous parking projects throughout the US and is currently working in Honolulu on the Waikiki Beach Walk project with Outrigger Enterprises.

Walchli began by explaining that Kaimuki is a "crossroads community" that is bordered by the University and Kahala Mall with residential areas existing just beyond their business district. It has a diverse population with many long time residents as well as new businesses and some thought needs to be given as to how people utilize and think of the area. Walchli said she felt Kaimuki had a good mix of businesses and restaurants but it creates different needs for parking. A person visiting a restaurant has different parking needs than someone stopping for produce or a cup of coffee. She said a study needs to be done as to the users of the lot, what time of day is it most utilized, where are the customers going, are employees parking in the lot, etc. Walchli also emphasized that parking has costs, lack of parking can have an economic impact on the businesses and a social impact on residents, while implementing parking solutions such as a parking structure has financial costs and also quality of life costs.

Masutomi thanked all of the presenters and opened the floor for comments and questions.

## **"Employees don't have anywhere to park in the area."**

- Kim: Large institutions need to be responsible for their employee's parking. Perhaps they could create a shuttle service where employees park off-site and then are brought into the business district.

- Hamayasu: Parking management may be the answer to the parking problem in Kaimuki. Solutions such as raising the parking rates to discourage long term parking, create sections in the parking lot for long and short term parkers, create monthly parking rate, etc. It needs to be determined if employees are parking in the lot and who is the lot for?

## **"The lots at the school and library should be opened for use during the evenings and weekends."**

- Bill passed at Legislature says that schools and libraries can make extra money by renting out school facilities such as the parking lot.

## **"Need to schedule the recreation center activities so they don't interfere with the business traffic."**

- There is always a need for recreational space in neighborhoods and limiting the hours that the rec. center could be used would hurt the quality of life for residents in the area. Need to find a balance between the business and the community's interest.

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# Greater East Honolulu Community Alliance

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## Suggestions:

- "Put in a central parking meter such as the one in municipal parking lot at City Hall."
- "Have valet parking so you can stack cars and utilize the space better."
- "Change hours on the parking meters to 3 hours instead of 5 to prevent long term parking."
- "Ask Weinberg Foundation to allow employee parking in their lot behind 3660 building."
- "Use Central Pacific Bank's lot after hours."
- "Hire a private company to run the lot instead of the City."

Coming to the end of the allotted time, Masutomi thanked the group for their participation and informed them notes from the forum as well as their list of concerns would be sent to them. He asked them to continue to stay involve as only by working together can we find a real community solution.

## List of Concerns and # of people who voted for it

- Need more parking	21
- Safe pedestrian access	6
- Double deck mini-lots	4
- Community circulators	3
- Cost of parking in lot (meter rate)	3
- Growth of area	2
- Lack of community awareness of projects	2
- Waialae Beautification project	1
- Underground parking lots	1
- More trees on Koko Head	1
- Queen Theatre	1
- Lighting in parking lots	1
- Waialae Cemetery as a parking lot	1
- Loading zones	1
- Ingress/Egress from lots	1
- Businesses not taking care of their areas	1
- Appearance	1
- Crime/Vandalism	1
- Speeding	1
- Poor sidewalks/streets	1
- Too many metered stalls	1
- Traffic congestion during construction	1

## SUGGESTED SOLUTIONS FROM 2001 TALK STORY

- Build parking structure under exiting park basketball court, then replace court on top
- Staggered classes at schools, such as Yoga studios
- Investigate private lot behind Queen Theater for expansion ewa ove existing glass shop
- Install several short-term, 15 minute stalls for quick take-out businesses
- Initiate valet parking for peak hours (11am-2pm, 5pm-8pm)
- Provide alternate site for parking for employees—possibly subsidized by employers & property owners
- Parking structure, (double deck?) as last resort, Paid for by meter revenues & taxes.
- Stop 24-hour meter rule, as it is not enforced.

## Parking In Kaimuki

May 7, 2002

Number of businesses surveyed = 50

These businesses are located at the "Top of the Hill". Area surveyed is from Sierra/11<sup>th</sup> to Kokohead Avenue, including those on both sides of Waiialae, Kokohead, and in back on the mauka side, surrounding the ewa and kokohead municipal lots. RESULTS as of Tuesday, May 7, 2002. Not all businesses were reached—estimated approximately 90%. "No response" received from Century 21 on Kokohead, and Foodland office building on 11<sup>th</sup>/Harding.

Is there insufficient parking in Kaimuki?

50 YES        NO

Does parking availability affect your business?

49 YES        NO

What is the average number of clients/customers that visit your business per day?

2 0-5 10 6-15 38 16 and over

Do your customers complain about lack of parking in Kaimuki?

50 YES        NO Note: 1-"All the time!"

What solution(s) would you suggest to improve parking availability?

29 Build a parking structure

Where? 7 above either Mun. lot; 2 above ewa lot; 1 first above ewa, then koko head lots; 1 Kokohead Ave.; 4 Queen Theater area; 4 Kaimuki Park basketball courts; 2 Kaimuki Park; 1 anywhere-Municipal, Payless, or BoH lots; 7 no answer

7 More parking enforcement

18 Reconfigure lots (and/or change meter durations)

10 Managed parking with attendants and long- and short-term areas

13 Signage to point out other lots

28 Use school lots after school hours

8 Use alternate means of transportation

14 Encourage employees to park elsewhere NOTE: 1 business checked this box 4 times!!

5 Other (Please explain) 1-valet parking; 1-use private lots when not in use, especially evenings & Saturdays; 1-change lot entrances & exits to one-way, enter one side, exit the other, allowing extra lane to become parking spaces; 1-the C&C seems to be decreasing neighborhood side street parking by increasing no parking zones this past 2 years

How many employees do you have? 383 total Range from 0-50 per business—restaurants at top of range, services & small shops at bottom. Several restaurants have 14-50!!

How many of your employees park in the municipal lot? 136

What hours do they park there?

26 All day 9 Evenings 11 Mornings

Would you be willing to pay for employee parking in an adjacent lot?

17 YES 27 NO 2 PARTIALLY, DEPENDING ON COST

Would you be willing to provide incentives for your employees/customers to use other modes of transportation to your business?

13 YES 29 NO

Are you in favor of some sort of valet parking in the municipal lot?

19 YES 25 NO 2 POSSIBLY, DEPENDING ON COST NOTE: 1-"not necessary"

Would you be willing to pay for "double-decking" of a portion of the municipal lot(s)?

6 YES 39 NO 1 MAYBE

### COMMENTS:

Friday evening church services impact kokohead lot

School activities have significant effect on parking in all lots

Suggestion: Yoga studios could stagger classes

Angled rather than parallel parking on mauka portion of Kokohead Avenue, and elsewhere where it fits

\*\*Look at taking private lot behind Queen Theater (part leased by Bank of Hawaii, part Cornet stores owned, and adding a portion going ewa to cover existing auto glass shop. This would make the lot go thru from Center Street to St. Louis, while displacing no businesses.

Some customers use the parking for 5-10 minutes while picking up goods (mostly food), but can spend up to ½ hour looking for parking. This inconvenience causes loss of business for the drop-in businesses.

Need valet parking, but only peak hours (11a-2p, & 5p-8p).

Customer turnover times vary from 5-10 minutes to two hours.

Many owners/employees park in residential areas, which they feel inconveniences the residents.

Double deck should be paid for by meter revenues and taxes. However, suggest stop 24-hour meter rule, as no one pays and it is not enforced after hours.



Oct 1, 2003

## Parking Solution for the Kaimuki Business District

The purpose for the project is to find a long-term solution for the parking problems facing the Kaimuki community.

Employees are parking in the Municipal parking lots, taking up valuable space that customers could use. Employees are also parking in the surrounding residential area, taking most of the available on street parking.

Private lots are partially empty for most of the day or all day and all night.

Both Municipal parking lots are full during 2 periods almost every day, 11AM to 1 PM and 6 PM to 8 PM. The only exception may be Sunday afternoons.

We need to know who is using the Municipal parking lots and when, and the utilization of the private lots when the municipal lots are full. We need to know how the private parking lots are being utilized, when, and by whom. We need to know if other properties are available for use as parking lots.

After gathering all the data, we need professionals to help determine parking solutions, using what is currently available. We have to implement viable solutions.

We need better parking management.

If, after gathering the data, and looking at the various solutions, it is determined that there is not enough parking in Kaimuki, look into additional private parking or multi-decking one or both of the Municipal parking lots.

We have to go through all of the steps, to satisfy the critics. Parking has been an issue in Kaimuki for decades. We have to do it right this time.

*We have to get the employees out of the Municipal parking lots, by trying to get the managers of private parking to open their lots to monthly employee parking. The Municipal parking lots may have attendants with escalating rates.*

*Managers of private parking lots need to work with the businesses and restaurants in a win-win arrangement.*

*If the number of useable parking stalls are reduced during renovation or construction, temporary alternate parking must be found.*

Memorandum

Date:	October 28, 2003	Job Number:	0315
To:	Department of Transportation Services 650 South King Street, 3rd Floor Honolulu, HI 96813	Job Name:	Kaimuki Parking Master Plan Study
Attention:	Ms. Rae Gee, DTS Project Manager	Subject:	Meeting Notes
		Distribution:	

The following is a summary of the City's joint meeting with GEHCA, held on Saturday, October 18, 2003, 8 a.m. in the Lilioukalani Elementary School Cafeteria. The meeting was moderated by Eric Masutomi of Greater East Honolulu Community (GEHCA) and Rae Gee (City & County of Honolulu DTS), with introductory and closing remarks by Ginny Meade Top of the Hill Parking Solutions Coalition (TOHPC).

1. Opening remarks: Ginny Meade (TOHPSC) welcomed everyone and said Kaimuki residents and businesses contributed to the cost of the municipal lots in 1959. These parking lots are an asset to Kaimuki business district; not many communities have a public parking lot in the middle of their business district. Unfortunately, the Kaimuki lots are overcrowded. Community and the City need to determine ways to improve their operation.
2. Naomi Matsuo (VP, Central Pacific Bank; Kaimuki Business Watch) briefly described the business watch program for dealing with safety concerns among the various businesses and customers; would involve a working relationship with the Honolulu Police Department.
3. Eric Masutomi (Outrigger Enterprises; GEHCA) said that GEHCA held a community "Talk Story" session two years ago to discuss parking problems and possible solutions. It began a dialogue for coming up with immediate and long-term parking solutions for the area. Based on Talk Story, City funds were allocated for the Parking Master Plan Study that is now being initiated by DTS. Study will involve a number of meetings with the community and City consultant's solutions will be shaped by community input before the master plan is finalized.
4. Ginny emphasized that the discussion today should focus on possible solutions and not what the problems are. The City and the community need to formulate parking solutions that can be implemented.
5. Eric identified the key players in the upcoming Parking Master Plan Study:
  - a. City Department of Transportation Services (Rae Gee, project manager)
  - b. Urban Works, Prime Consultant (Lorin Matsunaga and Mike Toma)
  - c. Top of the Hill Parking Solutions Coalition
    - Ginny Meade (TOHPSC)
    - Leonard Tam (GEHCA and Kaimuki Neighborhood Board/KNB)
    - David Chinaka (President of Kaimuki Businessmen's Professional Association/KBPA)
    - Mike Abe (Chair, Kaimuki Neighborhood Board/KNB)
    - Joe Holtz (GEHCA and Kaimuki Neighborhood Board/KNB)
6. Eric said the City's consultants are under contract to study attendant parking at the two City lots. They are also to study structured (automated) parking within the lots. He said the community needs to understand this is the underlying context of the parking study. It needs to facilitate the process and perhaps move it in a direction they desire through input to the consultants.
7. Rae Gee, City DTS, introduced herself as the project manager for the parking master plan study. She briefly reviewed the previous Traffic Calming Study (done by Alan Fujimori) and Phase I improvements project along Waialae Avenue (recently completed). Phase II improvements drawings are being prepared for bidding this year and construction will start next year. A by-product of the

Unless written revisions are received within seven days, we shall assume the statements contained herein are accepted.

Traffic Calming Study was the proposed restriping of the two City parking lots as part of the Phase II bid documents. The Community asked DTS to wait on the restriping work until the Kaimuki Parking Master Plan could be completed.

8. Funds for the parking master plan study are Fiscal Year (FY) 2003 money so the study's fee had to be encumbered this year. The study will be completed in about 3 months.
9. Lorin Matsunaga and Mike Toma of Urban Works were introduced. Lorin briefly described the project and scope of work. He added:
  - a. Urban Works will be working with a parking consultant, Tom Soo Hoo of Walker Parking Consultants from San Francisco. Tom has the technical expertise in attendant and automated parking that Urban Works will be relying on. He will make one trip to Hawaii during the study.
  - b. The parking study has three phases. Phase I will study short-term parking solutions for the two City lots. Attendant parking will be evaluated for the sites. 2-3 options will be developed and presented to the community, and a preferred option will be selected. A final version of the preferred option will be summarized in its report, including costing information.
  - c. Phase II will look at long-term parking solutions. Automated parking will be studied and evaluated. 2-3 options will be developed for presentation to the community, which will select a preferred option. A final version of the preferred option for automated parking will be summarized in its report.
  - d. The consultant's goal is to listen to community concerns and to incorporate as many of them as reasonably possible within the context of attendant and automated parking. Community concerns and ideas may influence the design of the lots.
  - e. Parking and circulation are one aspect of developing the various options. Another aspect of the study is to consider the overall urban design fabric underlying the parking solutions. The idea is to provide parking for the business establishments--retail shops, restaurants and offices--more efficiently and with more controls, and to examine how parking is tied to these establishments.
  - f. Lastly, in Phase III, the parking master plan work will be summarized in a document, including short-term and long-term options, and supplemented by graphics, sketches and maps. This report will be made available to the community and serve as a resource.
10. Rae said whatever solutions and concepts come out of the parking master plan would likely be implemented as a Capital Improvement Projects (C.I.P) project or projects. Design and construction drawings would be funded in the future under separate contracts. She added that for implementation, funding has to be solicited from the City Council.
11. The floor was opened up for questions and comments:
  - a. Person in audience: Why does the study already have preconceived solutions such as attendant parking and automated parking?
 

*Rae: The City was asked by community to consider short-term and long-term solutions and this is the City's response to its request. The study is to evaluate options and to determine feasibility, but it doesn't know ahead of time what the results will be. We don't know what specific solutions will be developed.*
  - b. Representative Barbara Marumoto: Scope is too small. Need to look at larger private properties in the area as sites for parking lots. Find out if owners want to sell or restructure their properties; sites are not just parking lot sites but underutilized properties such as Queen Theater.
 

*Rae: The parking study will inventory privately owned lots and properties such as Queen Theater as part of the site investigation phase only.*

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- c. KBPA member: A few years ago, KBPA newsletter identified private lots that could be considered for possible shared parking. Also, there was a proposal to double-deck the Recreation Center at Kaimuki Park.
- d. Member of Kaimuki Neighborhood Board: Who directed the City to consider these specific solutions? We directed City to consider overall solutions and all options.

*Rae: Normally, the City can only develop plans for City-owned properties, and for DTS, the municipal lots are an obvious choice. It was the community that brought this request to us. If it feels the scope has changed, we will document this and inform our superiors.*

- e. Eric Masutomi: Request to study attendant parking for the two lots was one of the primary ideas coming out of the first community meeting a couple of years ago. We can ask the City to be more open-minded and expansive in working towards a solution.
- f. Unidentified woman: The consultant has a contract with DTS to do the study based on attendant parking and automated parking. How can you expand beyond it?

*Lorin: Study has a specific scope of work but in studying these options, there will be opportunities to incorporate ideas beyond the two lots. Hopefully, we have sufficient sensitivity toward the neighborhood and urban design issues to incorporate community ideas and showing how the lots are connections to a larger whole. The parking solutions may be hybrid solutions, not simple back and white answers.*

- g. Woman in audience: What is automated parking?

*Rae: Automated parking allows for efficient moving of cars without attendants or persons driving the car within the structure. Attendant parking is similar to downtown structures with ticket gates and payment booths.*

*Lorin: Automated parking or robotic parking is prevalent in Europe and Japan but not prevalent in the US. There are some examples of automated parking in Hawaii but they are older, outdated versions; many advances since. If there is resistance to putting in a large parking structure in the middle of Kaimuki, automated parking may be an answer in that it could result in a smaller footprint. This is because it requires no travel aisles and ramps. The system is highly efficient and sophisticated but the study will evaluate installation and maintenance costs.*

- h. Mike Abe, Kaimuki Neighborhood Board: \$75,000 is not much money for the type of study that all of us are looking for, considering short-term and long-term solutions in a comprehensive manner. We are interested in a short term solution that can be implemented within 6 months and a longer-term solution that is 3-4 years down the road.

- i. Man in audience: Will the study look at the community park, volleyball and basketball courts?

*Rae: Councilman Djou suggested possibly developing public parking there and putting the courts above it.*

- j. Man in audience: Can you tell us more about automated parking?

*Lorin: It's a sophisticated, mechanized parking garage that park cars within a multilevel structure without people being in the car; you drive up to garage and leave the car. The machine takes the car on a pallet and parks it car for you. You retrieve it in the same way; you never enter the structure.*

- k. Man in audience: What about maintenance issues for automated parking?

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*Lorin: The system is computerized and mechanical so that there are maintenance issues and costs associated with it. The study will evaluate the feasibility of such a system.*

- l. Bill Bow, resident: A long-term solution may take a long time to come to fruition. So if we can think outside of the box for a second, can we consider privatization? Given the land available in the municipal lots, would it be possible for the City to work with a developer, offering him a favorable lease and having him design an office building or housing, whatever the need is, with a parking structure large enough to include public parking. The developer would get what he wants and the community gets their additional parking.

- m. Eric Masutomi: Regarding robotic parking, it is not really a popular solution on the mainland. First significant one was recently built in New Jersey. This operation has been well received by the public. Perhaps lack of experience with robotic parking might make people uncomfortable using a system like this, giving up their cars to a machine. A poll of how many would be in favor or not in favor of such a system should wait until a presentation can be made.

- n. Man in audience: I grew up in Kaimuki. The more Kaimuki changes the less it remains Kaimuki. My suggestion is to use this school for parking development. The old school is gone. It is City property so if a parking garage is constructed, it wouldn't hurt anyone.

*Rae: The existing school parking lots are part of the parking master plan study. (Study of school redevelopment however is not.)*

- o. Woman in audience: I have lived in Kaimuki all my life. Kaimuki town is a gathering place. If you put a parking garage in one part of it, drug dealers will invade the place. Kaimuki is much denser now; not low rise like before. 90% of users of the parking lots are employees. Adjust the meter rates to \$1 per hour. Reduce the meter time limit. Meter maids are not effective; they monitor Waikiki where the money is.

- p. Shop owner: No! I do not want my customers to pay \$1 per hour on the meters. My employees park 4 blocks away and I gives rewards and incentives to them to not park in the City lots. I am against reducing the time limit because don't want my customers to just visit my store. I want them to come in and shop, have coffee, go somewhere to eat. Raising rates will discourage this. We are small business people; residents don't understand small business needs.

- q. Woman in audience: Learned about this meeting through the newspaper article, which said that it would be for both residents and businesses. Don't see a lot of residents here. It's a sign of disinterest.

- r. Man in audience: There should be a survey of the parking lots to determine usage, how many people are coming and going on a daily basis. The architects should make a site visit. Existing robotic parking in Waikiki doesn't work.

- s. Man in audience: Please explain concept of attendant parking.

*Lorin: Attendant parking is a short term option and installed to create greater control in terms of people parking and paying for parking. It involves automated gates at the entry where you get a ticket. You pay for parking in order to exit, giving the ticket to the attendant at the exit booth. The clock is running from the time you take a ticket upon entering. There can be different rates for different times spent in the lot. It is trying to create more control over people who may be abusing the meters currently. Other comments:*

*a. Short-term parking should take into account existing businesses (post offices, bank, etc.) that may be part of the existing parking lot circulation. If converted to attendant parking, lots need to take this into account.*

*b. To implement the attendant parking design, the City has to issue an RFP and receive bids from private companies. A private company will run it.*

Unless written revisions are received within seven days, we shall assume the statements contained herein are accepted.



c. Attendant parking would create more predictability and control over persons abusing the present system.

- t. Woman in audience: What we have now is fine. Some abuse of the system. While working on long-term solutions, keep what we have. Hire someone to monitor the lot and meters better. Long term solution should not take more than two years to implement. Build a structure for customers and separate one for businesses.

Rae: New funds are allocated at the end of each fiscal so you need to work with your council member to plan how much you need for the next phases (design phase and construction phase) after the completion of the parking master plan study.

- u. Leonard Tam (GECHA, KNB): When you have metered parking, you run the risk of a parking violation if your meter runs out. It is very expensive. With attendant parking, you can shop as long as you need to, and you get charged for whatever time you have used. No worries about getting a ticket.
- v. Victor Grant (Kahala Associates, spokesman for Queen Theater): The theater needs to be revitalized; we need entertainment back into community. We want to do something but parking is not available. In your study, consider locating a parking structure with egress and entry on both sides of Center Street.
- w. John Cater (formerly KNB member): Two comments: 1) shortcut solutions never work; test project involving plastic bulb outs gave community a chance to see how things actually work. I would like to see the short term parking project put in with minimal cost; 2) I would pay as much as \$10 for a parking credit card that you swipe as you go in and out; get billed on a month basis.
- x. Principal at Lilioukalanani School: There are three proposals for parking utilization at this school site. 30 to 40 stalls existing on site. Suggestion to redevelop this school for other uses is not that easy in terms of City and State controls. There are liability issues to worry about.

Principal: Valet parking on this site has also been suggested during non-school hours. Liability issues would need to be resolved.

- y. Woman in audience: Is valet parking a consideration for the lots?

Rae: Not really, City ordinance would need to be amended as lots are City property. We will be looking primarily at attendant and automated parking there.

Eric: Ginny and I met with DTS on valet parking to cone off a portion of the makai end of the parking lot. Was also involved in discussions with Jefferson School on using some access land there; worked with legislative representative to pass a law to allow schools to work with their land to make additional income. Similar thing could happen in Kaimuki.

- z. Shop owner in Kaimuki: No matter what you build in the lots, it will severely disrupt business. Through privatization and with all the intelligent persons here, we could figure out something outside of the City lots.
- aa. Man in audience: Mentioned parking lot behind Queen Theater. Could use for valet parking. Immediate fix.
- bb. Gordon Tam (shop owner, NB, longtime resident): Recalled time when municipal lots were developed in the 50s through condemnation; at the time, there was lots of parking; now there is no parking. Consider lots by Center Street. You may hurt person who owns this property but community will still have the existing lots while structured parking garage is being built.

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- cc. Former Councilman Duke Bainum: Regarding valet parking, spoke to Cheryl Soon at DTS; prepared to change ordinance to make it happen but KBPA surveyed members and vote was split. KBPA then decided to explore structured parking instead. Personally, liked idea of valet parking during peak hours to increase capacity.

- dd. Duke Bainum: Also briefly explored idea of joint venture with UH Manoa to build dorms and parking structure. UH had security concerns about homeless that might be attracted to such a development.


- ee. Mike Abe (President of KNB): Study should look at short term solutions (inventory public and private parking lots, study parking fees and management costs, construction costs, etc.) and long term planning including Councilman Djou's suggestion for parking at park, Gordon Tam's suggestion to design parking structure at Center Street. In studying parking for Kaimuki, need to look at whole planning process.

- ff. Eric: 1) Appears that there is no real consensus regarding solutions. It's been two years since the last meeting; but good news is that parking study will only take 3 months. 2) DTS and Councilman Djou have heard your plea regarding parking needs. Come back next time and bring others. Hopefully next time, City and consultants will have something more concrete to show you.

12. Mike Oshiro presented Phase II Improvements of Traffic Calming project. No questions from audience.

13. Ginny Meade thanked everyone for attending. Meeting ended at 10:20 a.m.

Should you have any questions or comments to the above meeting notes, please do not hesitate to call us at 597-1155. Thank you.



Lorin Matsunaga, AIA  
Principal

cc: Tom Soo Hoo, Walker Parking Consultants

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**IT'S HAPPENING!!**

# **KAIMUKI BUSINESS DISTRICT PARKING SOLUTIONS**

**IMPORTANT...READ & A C T!!!**

**THE TOP of the HILL PARKING SOLUTIONS COALITION  
and the  
City & County of HONOLULU, Department of Transportation Services**

**Will hold an introductory meeting about the PARKING SOLUTIONS PROJECT**

***WHEN?***

**SATURDAY MORNING, OCTOBER 18<sup>th</sup> 8:00AM – 10:00AM**

***WHERE?***

**LILIU'OKALANI ELEMENTARY SCHOOL CAFETERIA  
(Parking available at school lot - Entrance at Kokohead Avenue)**

**Meet the team, bring your ideas and brainstorm with us over coffee...**

**This is the opening meeting of a series that involves YOU, businesses, residents, property owners, and patrons affected by the parking situation in the Kaimuki Business District.**

**DON'T BE LEFT OUT OF THE PROCESS!!! MAKE A COMMITMENT TO  
THIS PROJECT NOW!**

## KAIMUKI BUSINESS DISTRICT PARKING MASTER PLAN PROJECT

Parking Suggestions from the Kaimuki Community

Response from Community at A Meeting on Parking Solutions

Saturday, October 18, 2003, Lilioukalani Elementary School Cafeteria, 8am to 10am

Recycled paper were distributed for comments from the audience. They were asked to provide "parking solutions for the Kaimuki area and the municipal parking lots".

- Participant 1:
  - Reduce the 4-hour or 5-hour meter to a 2-hour meter. I think that will force the employee to look elsewhere for parking like the parking available at 3660 On the Rise (lot).
  - Increase the rate from \$.50 to \$1.00 per hour.
- Participant 2:
  - Ideas for parking in Kaimuki:
    - Build a structure for parking.
    - Approach private landowners and homeowners in the area to see if they want to (sell/fund) build parking/business structures.
    - Have a new structure for parking for business owners and keep the current parking for customers.
- Participant 3:
  - Monthly parking for businesses/employees.
  - Monitored/Pay service manned parking.
  - Multi-level parking structure.
  - Wider sidewalks.
  - Loading Zones.
  - Handicapped stalls.
  - Revise directional pattern with ingress/egress.
- Participant 4:
  - Parking stalls should be equivalent to existing dimensions – elderly clientele.
  - Structure should be devoted to parking not commercial building.
  - Provide elevator.
  - No closure of 12<sup>th</sup> Avenue. If you closure to be implemented, have demonstration project.
  - Parking lot was built and paid for by property owners under improvement district – City has been collecting monies for more than 30 years.
  - Parking should not be like downtown parking projects.
- Participant 5:
  - Above ground (cheaper/safer!) flexible structure.
    - Locations:
      - Basketball court
      - Queen Theatre Parking
      - Elementary School Parking
    - Advantages:
      - Flexible structure
      - Covers peak hours
      - Can be used as party structure (community)
      - No empty structure, besides peak hours, no drugs, etc.
      - Corporate design Kaimuki Top of the Hill

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- Participant 6: (From Happy Day Restaurant)
  - We support:
    - Build parking structure under existing park basketball court, then replace court on top.
    - Initiate valet parking for peak hours. 11:00am to 2:00pm and 5:00pm to 8:00pm.
    - Provide alternative site for parking for employees
- Participant 7: (Solution #3 on Green Sheet?)
  - Work with Bank of Hawaii, the Kress people and the Windshield Shop on Sierra Drive to make a larger multi-level parking lot behind the Queen Theatre and Napa Auto Building. Entrance could be off Center Street and or Sierra Drive. The Windshield shop could remain just purchase his air-space so he could build a ramp up to parking space above that would connect to the Center Street entrance.
  - Bury the telephone and power under the Manke Side of Waialae Ave.
- Participant 8:
  - Reconfigure stalls from diagonal to straight.
- Participant 9:
  - Kaimuki Recreational Center – parking structure under basketball courts.
  - Queens Theatre at 3-5 hours (do not charge (up) to 1 hour).
  - Find a solution for employees not to park in the parking lot.
  - Parking lot here at school.
- Participant 10:
  - Attend(ant) parking favor.
    - Safety – Someone will be around [a] checking parking, everyone pays his or her fair share.
    - Safety – Beer bottle and rubbish litter.
    - Project will be responsibility for upkeep.
  - Please do something with the lighting. It's dangerous.
- Participant 11:
  - Change some of the meters to 2 hours to increase parking turnover.
  - Negotiate with owner of lot behind 3660 for monthly parking passes, especially for employees (\$57.29 bonus for not parking in lot to employees, gift certificate/trade)
  - Utilize Lilioukalani parking lot for evening weekend parking.
- Participant 12: (Naomi Masuno)
  - Solution: 2-3 story municipal lot adjoined to buildings to utilize upper floors and increase retail/service space.
  - Circulator Van
- Participant 12:
  - Can the park basketball volleyball courts be used for a structure –
  - If robotic, will parking be affected? How long?

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KAIMUKI PARKING SOLUTIONS MEETING  
LILIOUKALANI ELEMENTARY SCHOOL CAFETERIA 8AM TO 10AM  
October 18, 2003

	NAME	ADDRESS	PHONE/ FAX	EMAIL	ORGANIZATION
1	Brendan Barry	1152 Koko Head Avenue	734-1182	info@ibeads.com	Bead III
2	Susan Minser-Will	3583 Waiatae Avenue	735-8833		Shop Girl
3	Scott Nishimoto	State Capitol #441	586-8515		Representative
4	Patty Yamasaki-Suga	1148 Koko Head Avenue	734-3457	montsuki@cs.com	Montsuki
5	Joe Cardinelli	3566 Harding Avenue, #100	739-0080		Chiropractor
6	Y.S. Chun	3553 Waiatae Avenue	738-6666		Happy Days Restaurant
7	Bill Bow	816 8th Avenue	735-5545	boww001@hawaii.rr.com	
8	Victor Brandt	4211 Waiatae Avenue, Suite H-6	735-8546	vic@brandts.com	Kahala Associates
9	Naverro Yu	3588 Waiatae Avenue	736-0883		
10	Jane Pascual	3566 Harding Ave.	734-7400	EPCHFPD@pixi.com	Estate Planning Council
11	Richard Saeaedon	1158 Koko Head Avenue	734-1555		Hair Salon Hawaii
12	Naomi Masuno	c/o CPB 3465 Waiatae Avenue	733-8160	naomi.masuno@centralpacifichbank.com	Central Pacific Bank
13	James Toyooka	P.O. Box 10889, Honolulu, HI 96816	733-4680		DOK
14	Kon Ping Young	1156 Koko Head Avenue	737-1022	lawe7@hotmail.com	Crackseed Store
15	Elissa Josephson	3860 Sierra Drive, Honolulu, HI 96816	732-7733		PR Lady for KPBA
16	Duke Bainum	P.O. Box 2780, Honolulu, HI 96803	864-3699	duke@dukebainum.com	
17	Shirley Soranaka	159 12th Avenue	526-2707		American Savings
18	Mireille Turin	1139 9th Avenue, #603, Honolulu, 96816	722-3218	mturin@treesurf.ch	
19	Evelyn Fujishima	1048 12th Avenue	737-9750		Resident
20	David Chinaka	3465 Waiatae Ave. #250	737-1040 739-0560	chislu@hawaii.rr.com	Chinaka, Siu & Co.
21	Frank Andrade	1095 16th Avenue	734-2030	fandrade@99Imperial.com	
22	Jane Yoda	1144 12th Avenue	737-3311		12th Ave. Dental Contra
23	Jeff Akamine	Kaimuki Branch	593-5422		First Hawaiian Bank
24	Joe Holtz	1123 11th Avenue, #401	737-0577 239-0580		Dwight Izaki
25	Fujishima Dwight	1048 12th Avenue	737-9750		
26	Stephen Mar	1123 11th Avenue, #301	738-5512		Stephen Mar D.C.
27	Faith Kunimoto	734 16th Avenue	737-7253		Resident

KAIMUKI PARKING SOLUTIONS MEETING  
LILIOUKALANI ELEMENTARY SCHOOL CAFETERIA 8AM TO 10AM  
October 18, 2003

	NAME	ADDRESS	PHONE/ FAX	EMAIL	ORGANIZATION
28	Barb Marumoto	State Capitol	586-6310	repmarumoto@capitol.hawaii.gov	
29	Jennifer Macagnone	1152 Koko Head Avenue	734-5775		Hair Spray Salon
30	John Cater	837 20th Ave., Honolulu, HI 96816	737-4125	jcater@hawaii.rr.com	Citizen
31	Dana Chai	State Capitol Room #441	568-8515		Rep. Nishimoto
32	Rick Davis	1035 University Avenue	743-3103	rdavis@99imperial.com	Imperial Associates
33	Darryl Wong	1035 University Avenue	743-3016		Imperial Associates
34	Jonathan Okinaga	3618 Harding Avenue	732-6681	iko87@hotmail.com	Regina Style
35	Charles K. Ojou	530 S. King Street, Ste. 202	547-7004	cdjou@co.honolulu.hi.us	City Council
36	Michael Abe	3556 Maunaloa Ave.	534-1155		Neighborhood Board
37	Leonard Tam	3916 Keanu Street	734-3847	ltam@hawaii.rr.com	Neighborhood Board
38	Sara Sanchez	3617 Waiatae Avenue	735-2492		Azteca Restaurant
39	Mike Oshiro	650 S. King Street, 2nd Floor	527-5013	moshiro@co.honolulu.hi.us	DTS - Traffic Engineering
40	Kris Morimoto	3410 Keanu Street	737-3728		Big City Diner
41	Carl Yamada	3800 Norom Street	732-3186		Neighborhood Board
42	Ginny Meade	3589 Waiatae Ave. PH	737-7487	createash001@hawaii.rr.com	Greater East Honolulu Alliance
43	Rae Gee	650 S. King Street, 3rd Floor	527-6395	rgee@co.honolulu.hi.us	DTS - Planning Division
44	Lorin Matsunaga	831 Pokuhaina Street, #1, Hon. 96813		lmatsunaga@uwarchitects.com	Urban Works, Inc.
45	Michael Toma	831 Pokuhaina Street, #1, Hon. 96813		mloma@uwarchitects.com	Urban Works, Inc.

Memorandum

Date:	December 28, 2003	Job Number:	0315
To:	Department of Transportation Services 650 South King Street, 3rd Floor Honolulu, HI 96813	Job Name:	Kaimuki Parking Master Plan Study
Attention:	Ms. Rae Gee, DTS Project Manager	Subject:	Meeting Notes for Community Mtg. 2
		Distribution:	

The following is a summary of the City's meeting with the Kaimuki community on Saturday, December 13, 2003, 8 a.m. in the Lilioukalani Elementary School Cafeteria. The meeting was moderated by Rae Gee (DTS Project Manager) and Ginny Meade Top of the Hill Parking Solutions Coalition (TOHPC).

DISCUSSION:

1. **Introductory Remarks:** Ginny Meade welcomed the audience and asked the attendees to sign in. Ginny introduced Lorrin Matsunaga and Mike Toma, both from Urban Works, the City's consultant for the study.
2. Ginny mentioned that the last portion of the meeting would be dedicated to a valet parking proposal from some of the Kaimuki merchants to handle parking during the holiday season.
3. Lorrin Matsunaga and Mike Toma discussed what would be presented during the meeting:
  - The parking master plan examines both short-term and long-term parking solutions for the municipal lots in Kaimuki, bounded by Waialae, Harding, 11<sup>th</sup> and 12<sup>th</sup> Avenues. The larger lot closer to 11th Avenue is called Lot A while the smaller lot closer to Koko Head Avenue is called Lot B. Lot A is located just makai of the restaurants such as Big City Dinner and Café Lauffer.
  - The study will examine a broader scope beyond the boundaries of the parking lots, but the presentation would focus on the short-term options within the lots.
  - At the last community meeting, some of the participants asked that the City's consultant include a parking inventory of privately owned lots between 9<sup>th</sup> Avenue and Wilhemina Rise. The field work has been completed but needs to be summarized graphically. It will be presented at the next meeting when long-term parking options are presented.
4. Lorrin and Mike stated that the goals of the Parking Master Plan Study:
  - Provide more parking for customers. Historical documents and our field work indicate there are a significant number of employees who park in the metered lots over an extended period of time (4 hours or more), thereby reducing the number of parking spaces available for customers. This is a very big concern to the businesses in the district.
  - Encourage a reasonable turnover in the lots, making parking spaces available to customers and find ways to reduce the number of persons parking in the lots for a long period of time.
  - Provide greater control within the lots and to get all parkers to pay their fare share.
5. **What Has Been Done To Date:**
  - Interviewed the HPD Parking Enforcement Division, specifically the branch chief of the "meter maids." We have gotten information on revenues and monthly citation count.

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- Talked to private parking lot operators, such as APCOA, Diamond Parking System and Republic Parking.
- Reviewed existing parking lot drawings and studies provided by the City, including the Traffic Calming study Alan Fujimori that formed the basis for the Phase I sidewalk improvements along Waialae Avenue.
- Conducted field work within the two parking lots to study parking demand. Survey involved counting cars during a typical week day (14 hour period) and typical weekend day (14 hour period), recording the length of time and time of day that a customer's car was parked.
  - a. Methodology involved writing down the last 4 digits of a car's license plate to try to establish a pattern on the part of the users of the lots.
  - b. Confirm when the lots are most full and when they are not; establish patterns.
  - c. Determine the extent of long-term parkers in the lots (over 4-5 hours).
- Interviewed community members to obtain an understanding of precious and present concerns about the parking problems. Urban Works' study would be a continuation of the work that has already occurred in Kaimuki. DTS wants this study to complement and fit into the overall goals and objectives of the Kaimuki Master Plan, already in place.
- Developed conceptual short-term parking options in association with Urban Works' parking consultant, Tom Soo Hoo of Walker Parking Consultants, San Francisco, CA. Tom has personally visited the site, met with DTS staff, and understands the site constraints and objectives of the study first hand.

PRESENTATION OF SHORT-TERM PARKING OPTIONS

Lorrin and Mike presented four (4) short-term parking options for Lots A and B (PowerPoint presentation supplemented by display board).

7. **Option 1 -- Metered Parking in Both Lots.**
  - Both lots A and B are split into a small short-term (1 hour) metered parking area next to the restaurants facing Waialae Avenue, while the main lot would have longer term metered parking (3 hours). The short-term parking area would also accommodate deliveries for the restaurants and other businesses.
  - At short-term metered parking at Lot A, traffic enters from 11<sup>th</sup> Avenue and flows out through 12<sup>th</sup> Avenue. Three handicapped spaces and loading stalls added near the 11<sup>th</sup> Avenue entrance. Loading would be limited to loading early morning before 10 a.m.
  - There is an actual landscaped separation between short-term metered parking and longer-term metered parking. In Lot B, this allows the post office loading to be separated from the main attendant parking.
  - Lot A is increased from 270 to 285 spaces (+15). Lot B is increased by +2 spaces, from 110 to 112.
  - Restriping and one-way circulation increase efficiency of lot and reduce congestion.
  - No gates; open entrances. This scheme leaves meters in all the lots but changes the timing on the meters (1 hour at the top and 3 hours in main parking areas).
8. **Option 2- Attendant parking in Lot A and Metered Parking in Lot B**
  - Similar arrangement of short term metered parking next to the businesses in both lots. In the main lots below the short term parking areas, you would have attendant parking in Lot A and metered parking in the smaller Lot B.

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- To enter the attendant lot, you must take a ticket at the gate.
  - To exit, you must pay the attendant in the pay booth at the exit. You pay for the time you spent in the parking lot. There would be two attendants in Lot A at 11<sup>th</sup> Avenue and 12<sup>th</sup> Avenue exits.
  - Lot B metered parking like the first option.
9. Option 3 – Attendant parking in both lots.
- Replaced all meters in two lots with exception of short-term metered parking behind restaurants (Big City Diner and others) in Lot A and the shops on the mauka side of Lot B.
  - Again, the short-term 1 hour parking allows people who are picking up things or doing limited shopping. Also separates the loading and deliveries from the main attendant parking lots.
  - Two main parking areas (Lot A and B) will have attendant parking.
  - Lot A attendant parking will have two entry gates and one attendant pay booth, while Lot B to have 1 entry gate off Harding and one attendant pay booth off 12th. This option has a total of two attendants.
10. Option 4 – Automated Pay Machines
- Short term 1 hour parking areas at both lots, similar to all options.
  - All meters are replaced in the main parking lots.
  - A customer pulls a ticket at the entry gate upon entering. You can't get out without paying, but in this option, you pay at a machine within the lot, not an attendant.
  - Pay with cash, credit card or smart cards (debit cards) pay before you exit.
  - After payment has been made, you drive to an exit gate and insert the validated ticket into the gate machine. The gate goes up to let you out.
  - Pay machines would be located at convenient locations within the two lots. At A, there would be one pay machine close to restaurants and another toward the bottom of the parking lot toward Harding.
  - There would be one attendant in lot A at the 12<sup>th</sup> Avenue exit to provide assistance in case of equipment malfunctions or if there are questions.
  - Lot B – One pay machine.

#### QUESTION AND ANSWER SESSION

After Urban Works' presentation, members of the audience were given an opportunity to comment or to ask questions.

1. Rep. Barbara Marumoto: Where do you obtain debit cards?

Response: Cheryl Soon indicated that the City is going to implement a demonstration project in downtown in March using smart cards. This would be an option for payment with cash. You can purchase them at city-designated areas. Lorrin added that automated pay-on-foot machines have been introduced in the Bay Area for a while now, including curb-side parking situations.

2. Brandon Barry, owner of Bead It: Short-term attendant parking option is a much needed idea. He liked the landscaped barrier between the short-term metered parking / delivery zone and the main attendant parking area in both lots. Great solution. He also commented on the debit cards:

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- Debit cards are a great idea, and if people can purchase them in Kaimuki through a merchant or automated dispenser, even better.
- Attendant parking and automated parking: It is important to determine how the parking fees are set (by parking vendor); the rates need to be affordable for customers and priced just high enough to get employees out of the parking lot.

Response: Rae Gee said the fees are set by City ordinance. Mike Toma said the purpose of the study is about how to generate more revenue for the City but to create more parking for customers, and improve circulation and efficiency within the lot(s). The parking layouts provide a mechanism to keep the flow of the parking lot going and to make more stalls available to the customers.

1. Joe Holtz, Kaimuki Neighborhood Board: He is concerned about the study scope.
- a. He wants to know the percentage of the lot used by long-term parkers, and based on this, how the plans will improve the parking situation.
  - b. Before getting into the solutions presented, he would like to know what the current capacity is, based on current statistics, and what the parking demand will be in 10 years for now.

Response: Urban Works did field work in the existing lots to get a better idea of the parking demand and habits. They have the raw data from the survey and will need to recap their findings graphically. The work has not been completed. The costs associated with the various options need to be finalized also. The initial cost of automated pay machines is high compared to attendant parking but we also need to consider long-term labor costs vs. efficiency of smart cards and efficiency of automated pay machines.

With respect to Joe's desire to examine long-term parking demand (10 years into the future) and alternative solutions to handle future needs, Lorrin said the scope of the study is very specific. The study requirements are to examine very specific parking solutions (both long-term and short-term) to provide more parking for customers and to improve in the lots. There is a need to look at the larger picture but Urban Works' scope is limited. Whatever options are proposed, they will be compatible to the existing City's master plan and traffic calming study.

2. Mike Abe, Chair of Kaimuki Neighborhood Board: What do the merchants feel about metered parking and attendant parking? He favors attendant parking, assumes it would be cost efficient and feasible. He needs to know more details about how it works and costs. Debit cards might make sense in the long run, but there are immediate cost issues and timeliness is essential for the community right now.
3. Barbara Marumoto: She again stated that short-term parking in the areas behind the shops is insufficient for demand; need more short-term parking (1 hour). She would like to know about valet parking. Ginny deferred discussion till later in the program/meeting.
4. Dwight, resident of Kaimuki and business owner: Would like to see valet parking at Queen Theater parking lot. You can enter off of Center Street. There is adequate space and street access.
5. Charles Tang, retired policeman specializing in traffic and road problems. He is a sales representative for Sky Valet Parking, which is a robotic parking system that would be good in the area for long-term parking.
6. B.J. Colbert from Prosperity Corner: The short-term parking areas next to the shops will have more meter maids monitoring this area. They will deter customers from shopping. Customers with a \$35 ticket who are one minute late will not return to that store. Short-term meter parking and meter maids closely monitoring this area would have a bad impact on businesses customers.

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Response: In these short term metered area, the 1 hour parking is for people doing quick errands or tasks. Customers needing more time can park in the 3 hour areas and have enough time to visit a variety of stores or restaurants.

7. Dwight stated the parking situation is better with attendant parking because this system offers more options in terms of time and not getting parking tickets.
8. Brandon from Bead It: In the attendant parking scheme, it appears there is no limit on the number of hours parked. This is a potential problem if you are trying to achieve greater turnover of parking spaces. He suggested different rates and said that 1, 3 and 5 hours are good options, leaving it up to the individual to follow the parking rules. It is the customer's responsibility and owners must do a good job in enticing the customer to come back to their stores.

Response: Lorin said rates have to be set fairly, not so high that it would discourage shoppers but not too low that parkers will not be motivated to leave (poor turnover).

9. Naomi Masuno: She is disappointed in the study so far. She stated that these are old ideas and there is not a real solution. Would like to have seen other scenarios with real solutions. She is concerned that other solutions may not be discussed or have a chance to be implemented.

Response: The options presented are short-term solutions and that long-term solutions will be presented at the next meeting. Short-term solutions need to be looked at since long-term solutions are costly. By their nature, there are short-term options that can be implemented more readily.

10. Mike Abe, Kaimuki Neighborhood Board: There needs to be more flexibility on parking rates. Attendant parking will allow discretion for rates and hopefully the City will provide good or reasonable rates set by the ordinance.

Response: This is a good point. Our parking consultant mentioned that the longer you stay in the lot for attendant parking the rates could increase. It is a subtle way of encouraging you to leave or to stay more short term to create turnover.

11. Lori Geroshi, soon to be on Charles Djou staff: A personal comment: What about validated parking from area vendors where customers get reduced rates? She said both lots could be considered for this.

Response: This could be considered as part of study, and added to the attendant parking options, if the community is in favor of it.

12. Barbara Marumoto: Asked about the UW field study. What hours do we need attendant parking for? How many hours a day?

Response: Probably a 12 to 14 hour period each day. The lots empty out after 10 pm. At those times, the gates would be up and no attendants would be on duty. It would cover lunch and dinner peak hours.

13. Faith Kunimoto: What are the dimensions of the parking spaces? The elderly have a hard time getting out of the cars right now.

Response: Presently, the stalls are 8'-3" wide. This is code. However, as a result of the proposed restriping, there would be one-way circulation and this would make it easier for people to get in and out of cars.

\* Clarification: After the meeting, Mike corrected the earlier response and said that the layout of the lots result in stalls widths that 8'-6" wide.

#### VALET PARKING

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831 POHUKAIA STREET, SUITE E-1 • HONOLULU, HAWAII 96813 • (808) 597-1155

Ginny Meade presented the proposed pilot valet program that would be implemented for this year's Christmas season. She asked the audience for input.

1. The valet parking proposal advocated by many of the merchants would use a small part of Lot B from December 13th to 26th.
2. The project is being facilitated by the Top of the Hill Parking Solutions Coalition (Ginny Meade).
3. The project will use 14 spaces in Lot B along Harding Avenue for valet parking.
4. The one-way entrance along 12<sup>th</sup> Avenue would be closed.
5. The 14 parking spaces would be stacked by the valet (double or triple parking the number of cars in that area).
6. Valet parking period would be from 9 a.m. to 10 p.m. If the hours don't work out as planned, they will shorten the time.
7. Merchants will pay for the outsourced valet service. The goal is to generate enough business to pay for itself.
8. The merchants are renting the spaces from the City, courtesy of the Department of Transportation Services.
9. They put barriers up and engaged a valet service represented by Prestige Valet.
10. This is a project to give businesses a chance.
11. The cost is \$3.
12. Staging area is behind C and C Pasta Company. A private parking stall has been donated by the merchant as a valet staging area.
13. Hopefully it will bring more business to the area.

#### COMMENTS:

1. Is there a time limit for the \$3?

Response: Employees and owners are not allowed to use it, but just the patrons and customers. Anyone coming to do business in the area can park valet.

2. What if they are there for a few minutes?  
Response: It is still \$3.

3. Who is proposing this plan?

Response: The merchants are the applicants and Ginny is the facilitator. The idea was that the Harding area was the least used and that's why it was chosen.

4. BJ of Prosperity Corner: The cost to hire a valet service is \$4500. That's why she picked this lot, she paid for it, and that's why she picked it, she could get area businesses to sponsor that area. If seven people park in it for an hour it will pay for itself. The businesses (pay the City) for the parking stall. It's something to start with.

5. Ginny Meade: She reminded them that this is a private pilot project. They will see if it works.

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6. Dwight had concerns that that area between loading and parking is too far for valet to run back and forth.

Response: Justin from Prestige Parking – the jog is about 50 yards and fairly quick. They will monitor traffic. They will block off the exit on 12<sup>th</sup> Avenue.

7. Ginny mentioned on the mainland, valet parking is used municipal or community lots. We should study this option as part of the short term solution.
8. Brandon from Bead It commended the work of BJ of Prosperity Corner and Jamie to provide immediate-term parking solutions.
9. Ginny thanked the City Director of Transportation Services for supporting the idea.

#### VOTE ON OPTIONS FOR ATTENDANT PARKING

Before the meeting adjourned, Rae Gee polled the audience on the four short-term options.

1. Before voting, Mike Toma clarified the attendant parking system and the automated pay-on-foot system. He reiterated that higher first cost of the automated machines and the higher labor costs associated with attendant parking:
- a. Automated pay-on-foot parking: You pull a ticket upon entering. When leaving you walk over to a pay machine to pay. The time spent is recorded on the card; you pay by cash or debit card system.
  - b. With attendant parking, you take a ticket upon entering; you pay the person in the payment booth when you leave. The ticket also keeps track of how long you stay.
2. Question from the audience: For attendant parking, we assume there are private parking vendors involved. Is there an expense involved in bringing a vendor in to run the lots? Does the vendor pay for the improvements?

Response: The vendors will be submitting a proposal as a response to the RFP. The companies would be responsible for putting in the improvements. The City would be paying the vendor to run and maintain the lots.

3. Audience voted their preference with a show of hands:

- Option 1 – No attendant parking; only metered parking with short and long term rates; physical landscape barrier separating the two areas in each of the two lots

5 votes in favor.

- Option 2 – Hybrid parking arrangement with attendant parking in main portion of Lot A & metered 3 hour parking in Lot B; short-term 1 hour parking near retail

4 votes in favor.

- Option 3 – Attendant parking in both lots, short-term 1 hour metered close to restaurants and retail in both lots.

13 votes in favor.

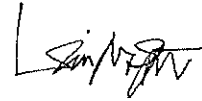
- Option 4 – Automated pay-on-foot parking with gates; remote pay stations in the parking lots.

0 votes in favor.

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Rae Gee closed the meeting at 9:15 a.m. She announced that the next community meeting would occur in late January of 2004 to discuss long-term parking and wished everyone happy holidays.

Should you have any questions or comments to the above meeting notes, please do not hesitate to call us at 597-1155. Thank you.



Lorrin Matsunaga, AIA  
Principal

cc: Tom Soo Hoo, Walker Parking Consultants

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SECOND MEETING!

# **KAIMUKI BUSINESS DISTRICT PARKING SOLUTIONS**

THE TOP of the HILL PARKING SOLUTIONS COALITION  
and the  
City & County of HONOLULU, Department of Transportation Services

Will hold an SECOND meeting about the PARKING SOLUTIONS PROJECT

**WHEN?**

**SATURDAY MORNING, DECEMBER 13<sup>th</sup> 8:00AM – 9:00AM**

**WHERE?**

**LILIU'OKALANI ELEMENTARY SCHOOL CAFETERIA  
(Parking available at school lot off Mahina Street)**

This is the second meeting of a series that involves YOU, businesses, residents, property owners, and patrons affected by the parking situation in the Kaimuki Business District.

**DON'T MISS THIS SECOND MEETING!!!  
MAKE A COMMITMENT TO THIS PROJECT NOW!**



	NAME	ADDRESS	PHONE	FAX	EMAIL	ORGANIZATION
1	Justin Henson	P.O. Box 240464, Honolulu, HI 96824	964-8104		<a href="mailto:Justin@prestigevaletservice.com">Justin@prestigevaletservice.com</a>	Prestige Valet Service
2	DJ Colbert	1151 12th Avenue, Honolulu, HI 96816			<a href="mailto:Prosperitycorner@yahoo.com">Prosperitycorner@yahoo.com</a>	Prosperity Corner
3	Terry Toguchi	1448 Young Street, Honolulu, HI 96814	951-0350	951-0352	<a href="mailto:terrytoguchi@yahoo.com">terrytoguchi@yahoo.com</a>	Ideal Properties
4	Janet Yoda	1144 12th Avenue, Honolulu, HI 96816	737-3311			Dr. Patrick Hayashi
5	Charles Tang, Jr.	3517 Maunalei Avenue, Honolulu, HI 96816	478-9211		<a href="mailto:chazmann@hawaii.rr.com">chazmann@hawaii.rr.com</a>	Sky Valet Parking Garage
6	Betty D. Smallan	P.O. Box 702, Kaneohe, HI 96744	349-5074			James W.Y. Wong, Associates
7	Faith Kunimoto	734 16th Avenue, Honolulu, HI 96816	727-7253			Resident
8	Dwight Fujishima	1048 12th Avenue, Honolulu, HI 96816	737-9750			Resident
9	Barbara Marumoto	Capitol	586-6310			House of Representative
10	Joe Holtz	1123 11th Avenue, #401, Honolulu, HI 96816	739-0577			Kaimuki NB. #4
11	Leonard Tam	3916 Keanu Street, Honolulu, 96816	734-3847			Kaimuki Vision Team/NB#4
12	Michael Toma	831 Pohukaina Street, Honolulu, HI 96813	597-1155		<a href="mailto:mtoma@uwarchitects.com">mtoma@uwarchitects.com</a>	Urban Works, Inc.
13	Rae Gee	650 S. King Street, 3rd Floor, Honolulu, 96813	527-6395	527-6987	<a href="mailto:rgee@co.honolulu.hi.us">rgee@co.honolulu.hi.us</a>	Dept. of Transportation Services
14	Brendan Barry	1152 KokoHead Avenue, Honolulu, HI 96816	734-1182		<a href="mailto:info@beads.com">info@beads.com</a>	Bead It!
15	David Chinaka	3465 Waialae Ave. #250, Honolulu, HI 96816	737-1040		<a href="mailto:Dchinaka@aol.com">Dchinaka@aol.com</a>	Kaimuki Bus. Professional Assn.
16	Jennifer Macagnone	1152-A KokoHead Avenue, Honolulu, HI 96816	734-5775		<a href="mailto:hairspraysalon@verizon.net">hairspraysalon@verizon.net</a>	Hairspray Salon
17	Francisco Figueiredo	City Councilmember Charles Djou			<a href="mailto:ffigueiredo@co.honolulu.hi.us">ffigueiredo@co.honolulu.hi.us</a>	Councilmember Djou's Office
18	Lori Wingard	City Councilmember Charles Djou			<a href="mailto:lwingard@co.honolulu.hi.us">lwingard@co.honolulu.hi.us</a>	Councilmember Djou's Office
19	Patty Yamasaki Sugai	1148 Koko Head Avenue, Honolulu, HI 96816	734-3457		<a href="mailto:montsuki@cs.com">montsuki@cs.com</a>	Montsuki
20	Fred Martinez	1134 KokoHead Avenue, Honolulu, HI 96816	732-1833			Jose's Inc.
21	Michael Abe	3556 Maunaloa Avenue, Honolulu, HI 96816	734-6603		<a href="mailto:abemike@msn.com">abemike@msn.com</a>	Kaimuki NB. #4
22	Ruth H. Tengan	1120 12th Avenue, Honolulu, HI 96816	735-1782			Resident
23	Evelyn Fujishima	1048-12th Avenue, Honolulu, HI 96816	737-9750			Resident
24	Edmund Fujishima	1048-12th Avenue, Honolulu, HI 96816	737-9750			Resident
25	John Cater	837 20th Avenue, Honolulu, HI 96816	737-4125			Resident
26	Naomi Masuno	3465 Waialae Ave. #250, Honolulu, HI 96816	733-8160		<a href="mailto:nmasuno@cbpi.com">nmasuno@cbpi.com</a>	Central Pacific Bank
27	Panache	1158 Koko Head Avenue, Honolulu, HI 96816	734-1555			
28	Ginny Meade	3599 Waialae Avenue, Honolulu, HI 96816	737-7487		<a href="mailto:greteasth001@hawaii.rr.com">greteasth001@hawaii.rr.com</a>	Greater East Hono. Community Ass.
29	Ann Kutaka	3819 Monterey Drive, Honolulu, HI 96816	524-4711	539-9940	<a href="mailto:ann.inform@verizon.net">ann.inform@verizon.net</a>	Architect/Resident
30	Jeff Alves	3819 Monterey Drive, Honolulu, HI 96816	255-5399		<a href="mailto:JTAives@aol.com">JTAives@aol.com</a>	Resident
31	Richard Young	1055 12th Avenue, Honolulu, HI 96816	732-6070			
32	Harriet Young	1055 12th Avenue, Honolulu, HI 96816	732-6070		<a href="mailto:bluehawaii2@hotmail.com">bluehawaii2@hotmail.com</a>	
33	James Toyooka	3533 Waialae Avenue	733-4680			DOE/Principal, Liliou'kalani School
34	Cheryl D. Soon	650 S. King Street, 3rd Floor, Honolulu, 96813	527-6616			Director, Dept. Trans. Services
35						
36						
37						
38						
39						

Memorandum

Date:	May 5, 2004	Job Number:	0315
To:	Department of Transportation Services 650 South King Street, 3rd Floor Honolulu, HI 96813	Job Name:	Kaimuki Parking Master Plan Study
Attention:	Ms. Rae Gee, DTS Project Manager	Subject:	Meeting Notes for Community Mtg. 3
		Distribution:	

The following is a summary of the City's meeting with the Kaimuki community on Saturday, February 28, 2004, 8 a.m. in the Lilioukalani Elementary School Cafeteria. The meeting was moderated by Rae Gee (DTS Project Manager) and Ginny Meade Top of the Hill Parking Solutions Coalition (TOHPC).

DISCUSSION:

1. Rae Gee, City Department of Transportation Services project manager, introduced herself to the parking coalition comprised of residents, board members, businesses and area representatives. She indicated this was the third parking master plan meeting with the community. The agenda and handouts were distributed to the audience.
2. Rae announced that the handouts were working documents, to be finalized. Community discussions would be incorporated into the Kaimuki Business District parking master plan. There would be a subsequent meeting to present the findings of the master plan. The following agenda items were noted:
  - a. Introduction of prominent members of the audience (see sign-in sheet), including, Rep. Barbara Marumoto, Councilmember Charles Djou and his aide Francisco Figueiredo, Vision Team Coordinator Leonard Tam, Greater East Honolulu Assn. President (GECHA) Ginny Meade, Mike Abe, Chair of the Neighborhood Board, and Department of Transportation Services Director, Cheryl Soon.
  - b. Introduction of the architect, Urban Works, Inc., including Lorin Matsunaga and Michael Toma. Lorin would summarize the history of the previous meetings, including the preferred short-term parking option, while Michael Toma would present the long-term options. Community input would be taken at the end of the long-term option segment.
  - c. Ginny Meade would also discuss related Parking Solutions information after the City's formal presentation.
3. Background of Study and Short-term Parking Options (Lorin Matsunaga):
  - a. The parking study began last year in September 2003, and the first meeting held in October focused on Lot A and B.
  - b. At the second community meeting, four short-term parking options were presented. All options involved the restriping of both lots to improve circulation. In all options, Lots A and B were separated into two parking areas: a limited area behind the Waialae retail establishments for 1-hour short-term metered parking and loading, and the main lot, separated by a landscaped buffer. One-way circulation was introduced to improve the circulation.
  - c. Option 1- Retain metered parking in the main lots.
  - d. Option 2- Retain metered parking in Lot B (smaller lot) and provide attendant parking in larger lot A.
  - e. Option 3- Provide attendant parking in both Lots A and B.
  - f. Option 4- Provide "park and pay" system using smart and debit cards, as well as currency.
  - g. The audience expressed a preference for Option 3 at this meeting.

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4. Preferred Short-Term Option: Lorin summarized the preferred short-term parking option:
  - a. Lot A Improvements:
    - o Attendant parking is provided.
    - o Restriping results in additional stalls.
    - o 50 1-hour metered stalls behind the businesses, plus a drop-off area for passengers, and new loading areas for passengers and deliveries
    - o Landscape buffer separating the 1 hour metered parking from the main lot
    - o Main lot has 233 attendant parking spaces (makai side), 1-way circulation, angled parking, two entrances and one attendant pay booth.
  - b. Lot B Improvements:
    - o Attendant parking is provided with restriping and one way circulation.
    - o 20 short-term metered (1 hour) spaces and 92 attendant parking spaces are provided.
    - o The limited parking also separates post office parking from the main attendant parking system.
5. Peripheral Parking within the Kaimuki Business District
  - a. This exercise examined private parking lots within a 5-minute walking radius, equivalent to a .25-mile radius of the municipal parking lots. The purpose of the field work was to determine how many public and private parking spaces are located within the Kaimuki Business district.
  - b. Findings:
    - o Peripheral parking spaces are for employees and customers during business hours.
    - o Bank of Hawaii/Franklin Variety next to Payless parking lots is open to the public. A third lot next to 3660 Waialae Building is a public parking lot.
    - o Waialae lot has 100 spaces of which 75 are open to the public with a 12-hour parking period and priced \$3/eight hour day. In the municipal lots, the cost of feeding the meter is \$4/per day, so this lot is cheaper than the Municipal parking lots.
    - o Total of 760 peripheral parking spaces in the .25-mile radius or study area. There are 111 on-street parking spaces. And 382 parking spaces in Lots A and B. The total number of parking spaces in this quarter mile area is 1253 spaces.
6. Lot A Weekday Parking Demand: Findings
  - a. Lot A Weekday Field Survey was conducted in December 2003.
  - b. Lot A consists of 259 parking spaces.
  - c. Graph indicates there are peaks and valleys in terms of demand. Lot is close to capacity during lunch and dinner hours.
  - d. Long-term parking (yellow) is defined as 3-5 hours period. Gray colored areas are short-term parkers, usually parking 0-3 hours.
  - e. Peak lunchtime hour is at 12 pm and dinnertime peak is at 5 pm. At 5 pm, the number of short-term parkers increases while long-term parkers decline (office workers leave after 5pm.).
  - f. During the day, 50% parkers are long-term parkers, stay in the lots 3-5 hours.
  - g. Average is 114 people parking in lot any time during the day.
  - h. After 5pm, number reduces to 1/3 of people in lot at night are long-term parkers.
7. Lot B Weekday Parking Demand: Findings:
  - a. Focuses on the smaller lot consisting of 108 total parking spaces.
  - b. Demand is displayed as a sine curve with peaks and valleys, with peaks at lunch and dinner times.
  - c. Yellow represents long-term parkers. One third of the lot is filled with long-term, 3 to 5 hour parkers.
  - d. The grey shows parking not always full but busy at peak hours.
8. Existing Parking User Diagram: Weekday Pattern
  - a. Shows location of the existing 3 hour and 5 hour metered parking in both lots during a typical weekday.

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- b. Typically, 3-hour meters are located close to the buildings surrounding the lots. The 5-hour parking meters are located in middle of the lots and toward the corner of 11<sup>th</sup> and Harding Avenues.
- c. Conclusions
  - o People tend to park as close as possible to where they need to go.
  - o Long-term parkers park close to businesses so they can run out and feed their meters.
  - o Employees would prefer to park in a 5-hour stall (to minimize the amount of times you need to feed your meter).
  - o Long-term employee parking takes away parking spaces from potential customers of the Kaimuki businesses.
9. Existing Parking User Diagram: Saturday Pattern
  - a. There are fewer long-term parkers in the lot.
  - b. Employee parking goes down on weekends.
  - c. There is more customer parking available on the weekends.
  - d. There is an evenly distributed amount of people parking in both lots A and B on the weekends.
10. Questions from Audience  
Rep. Marumoto: Is there any difference in 3 and 5-hour areas in prices? R. Gee responded that all metered stalls have a common \$.50 per hour rate.
11. Long-term Parking Options (Michael Toma)
  - a. Mike first showed a video from CNN news that featured a mechanical parking facility for an apartment building in Hoboken, New Jersey. The news feature said:
    - Robotic or mechanical parking garages are currently operating in Japan and Europe; the Hoboken facility is the first of its kind in the US.
    - No parking lot attendants.
    - Drivers don't enter the parking facility; they get out at the entrance where cars put on automated racks that take the car to different locations in the parking facility.
    - Much of the operations are computer-driven.
    - A customer drives up, swipes an access card reader and a door opens. At Hoboken, the driver exits and the automobile is pulled, raised and maneuvered into a parking space within the 7-level garage. 4 cars can be moved at any one time.
    - To pick up one's car, the customer punches in a PIN number, and in a minute or two you are told which bay or portal that one's car will arrive.
    - 3x as many cars can fit into the same amount of space, as there is no need for circulation ramps or space to open doors between cars.
    - Security concerns are minimized as no one has to walk inside the garage portion.
  - b. Mike presented three long-term options to be located within Lot A, the larger of the two municipal lots: two (2) mechanical parking options and one (1) traditional parking garage options. Within each mechanical parking option, a 3-level scheme and a 5-level scheme were studied to determine the advantages of providing additional parking by going higher. The architect evaluated the impact on the parking lot in terms of bulk, circulation and views, and open space. As a given, all options had to provide at least 100 additional parking spaces.
  - c. Option 1A and 1B (3-story vs. 5-story mechanical parking schemes)
    - o The facility is into the middle behind (makai) the former bowling alley building, and Ewa of the Victoria Inn building. The 3-story scheme (Option 1A) yields 125 stalls additional parking spaces while the 5-story scheme (Option 1B) results in 260 stalls. The community suggested a minimum of 100 additional stalls.
    - o Advantages – Tucked behind the former bowling alley building and was not stuck in the middle of the lot; maintained open space, created a pedestrian alleyway next to the Victoria Inn building. The main advantage was that it maintained the parking lot open space and did not adversely impact the existing circulation.
    - o Disadvantages – Gets close to the Victoria Inn Building and blocks views at that building, particularly the 5 story scheme.

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- d. Option 2A and 2B – Garage in the corner of 11<sup>th</sup> and Harding Avenues
  - Tucked into the Harding/11<sup>th</sup> Avenue corner of the lot.
  - Provides 110 additional stalls with 3-story and 226 additional stalls with a 5-story scheme.
  - Advantages – Maintains the parking lot open space and existing parking lot trees; not as bulky as Option 1A and 1B; parking lot circulation is minimally impacted if 11<sup>th</sup> Avenue driveway near the structure is one-way out.
  - Disadvantages – Possible visual impact from Harding and 12<sup>th</sup> Avenue, though this area is near the freeway and non-residential; doesn't hold as many cars.
  - This scheme would be ideal for long-term parkers, in that it is farthest away from the main retail establishments.
  - Auto queuing (cars waiting to get into the structure) and its impact on the existing circulation needs to be studied in detail. Queuing is influenced by the efficiency of the mechanical parking structures. Mechanical parking is efficient and would work well for long-term parking, i.e. employee parking.
  - The natural tendency for short-term parkers would be to search for regular ground/stall parking first before committing to the mechanical parking structure.
- e. Option C – Traditional Split-level Structured Parking
  - Takes advantage of the sloping site.
  - This option is split level and has 5 levels of parking, resulting in a net increase of 167 stalls.
  - Given the 5 levels, this option provides about 100 stalls less than the mechanical parking structure.
  - Advantages – Lower cost per stall than mechanical parking; customers are familiar with how it works.
  - Disadvantages – Takes up more area; is bulky; affects existing parking lot circulation; reduces the sense of open space in the lot and blocks views in mauka-makai direction. Need 120-foot width so people can drive around configuration, 4 rows of parking and ramping becomes a large structure that fills the parking lot, a big physical impact. A greater part of Lot A would be affected during construction than in comparison to Options 1 and 2.
12. Parking Study Summary to Date
  - a. Short-term parking will result in providing 13 stalls from restriping of the municipal lots. However, the restriping and other improvements improve circulation and efficiency within the lots, which is significant.
  - b. The peripheral parking inventory identifies 1,250 existing stalls within a variety of private and public parking lots and on-street parking within a quarter mile radius of the municipal lots, including the 382 spaces in Lots A and B.
  - c. There are 3 lots open to the public from the inventory study that the community can take advantage of.
  - d. The community informed the City that they needed an additional 100 customer parking stalls. The consultant's peripheral parking inventory has found additional spaces that long-term parkers in the municipal lots might potentially use outside of the municipal lots. If businesses can encourage the long-term parkers to go elsewhere, it could potentially free up 100 stalls for visitors and customers at the City lots. This is one option that the community can consider to solve the parking problem.
  - e. In addition to finding 100 additional spaces within peripheral lots, the parking study developed long-term parking solutions involving mechanical parking system within the City parking lot (Lot A).
  - f. While deserving serious consideration, it is outside the scope of this study to develop parking options at Kaimuki Park and Lilioukalani School and sites on private lands.
  - g. The long-term parking options located in Lot A included traditional structured parking, but the consensus is that it is too bulky and creates loitering and other security problems.

#### 13. Questions and Comments

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- a. Mike Abe, Neighborhood Board No. 4: What is the cost of building a modified structure vs. structured parking?

Response:

- Lorin: Average cost per stall for mechanical parking is about \$20,000 per stall plus additional cost for exterior façade treatment. Structured parking is about \$22,000 per stall. With mechanical parking, the equipment is expensive but you don't need to build ramps and aisles needed in a traditional parking garage.
  - Mike: It is difficult to estimate the cost of mechanical parking and in the end, depending on the façade treatment, it could cost up to \$30,000 per stall.
- b. Unidentified Speaker: The short-term attendant parking option is a great solution. For longer term parking, you should consider tandem parking; Koko Head location is good for this.
- Lorin: In Lot A, there are about 114 parking spaces taken up by long-term parkers during the weekday. Lot B has 30 parking spaces occupied by long-term parkers during the weekday. Even if they pay their fair share, these spaces could be used by your customers. Eventually long-term options need to be implemented that provide more spaces.
  - For the long-term options, the community specifically asked for 100 additional parking spaces. One way is to encourage employees parking in the city lots to park elsewhere, but where do they go? Another option is to building more parking via mechanical parking.
- c. Barbara Marumoto: She is ambivalent toward mechanical parking. She would like to know the cost of the mechanical parking project to the customer. She wondered if the city would consider privatizing the project, having a developer build the facility in exchange for a percentage of the revenues.

Response:

- Cheryl Soon: The City is trying to determine from this study is how many spaces we can get from the short-term and long-term options, what it will cost and how to fund the project.
  - If there is consensus from the community to go forward, the City will explore ways to do the project together with a private developer.
  - The City's intent is to keep the parking rate at the mechanical structure identical to metered parking (\$.50 per hour).
  - In the City's discussions with vendors, the operation of the structure could be kept within that financial cap.
- d. Barbara Marumoto: If construction of a mechanical parking structure requires 12 month of construction, it would impact parking during the Christmas season.

Response:

- Cheryl Soon: If you go back to the inventory diagram, you will see there are public spaces available off-site, and these will help to mitigate construction-parking problems. The City will try to work out an arrangement with the private lots during the construction period.
  - Barbara thanked Cheryl and the City for looking at alternative ways to find additional parking, especially the inventory study.
- e. Charles Tang (Sky Valet Mechanical Parking, mechanical parking vendor): He encouraged the audience to go to his company's website [www.skyvaletparking.com](http://www.skyvaletparking.com) to learn more about mechanical parking. It was involved with the Hoboken project. Privatization is an excellent idea, and you can do a modular system at the Kaimuki Bowling Alley site. It is more expensive than regular parking, but still cost effective because personnel issues (salaries to attendants) would be eliminated.
- f. Bill Bow, (Longtime resident of Kaimuki and professional engineer): Thinks that the Harding/11<sup>th</sup> structure may be a problem visually. He prefers the mechanical structure within the lot because it

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would be more unobtrusive. Curious about the learning curve with the senior customers; wonders if you might have queuing problems while customers are waiting to use it.

His office is located at Market City Shopping Center and the landlord prohibits employees from parking in the lots. If you have a mechanical parking structure, employees could be required or urged to park in the structure while the on-grade parking areas could be set aside for visitors and customers.

Response:

- Cheryl Soon: Employees could be relocated into the parking structure with a monthly rate, and under federal law, it's a pre-tax benefit, for example if you pay \$30 you'll end up paying \$15. In terms of the learning curve, the advantage is there will be metered spaces. They will learn about the parking structure, takes one minute to load the car up, goes quite smoothly. The middle range people will learn from the early bird. One advantage to mechanical parking is that your car doesn't get scratches and dents during the parking operations.
  - Lorin: It may be human nature for customers to enter the lot and hunt for surface spaces first before using the mechanical parking. Long-term users would naturally gravitate towards the mechanical parking structure. In designing a mechanical parking facility, it would be possible to control the number of exit and entrance portals to fit the time of day or parking demand. It would be an advantage to encourage long-term parkers to use the structure via monthly passes.
- g. Dwight: We need more information from the sales representative of the mechanical parking about how it works, cost of maintenance, etc.
- Response:
- Lorin: One vendor stated that there is a one-minute time period per transaction. Our parking consultant thinks that two minutes per car is more realistic. The options assume a queuing of 1-2 cars per portal, so it would be efficient. In addition, it may be possible, through use of a computer, to add more exit or entry portals in the mornings or afternoons.
  - Dwight: He is in favor of privatizing the design, construction and operation of the parking structure; the City should not get involved.
- h. Jeff Alves: Would the City consider another area? He cited a successful parking garage created at the old Smith-Beretania surface lot where the parking was placed underground, allowing a park to be created on street level. Something similar could be created at Kaimuki Park, and it would not disrupt the park activities. He wanted to know why it was not considered for this project.

Response:

- Lorin: This is a good idea, and Councilmember Djou also suggested this. However, our study is limited to the municipal parking lot by contract and Council appropriation of the contract. In the future the City could look at the Kaimuki park site as a place for underground parking. Keep in mind though, that if parking is underground, this will affect the existing gym and other existing structures, and the total construction would be a major cost.
  - Cheryl: That idea came up several months after the scope was set, so it was hard adding the work to the project. We would need additional appropriation from City Council to study this.
- i. Bill Bow: Where does the 50% decrease come from?

Response:

- Cheryl: There is a federal law that allows employers, should they provide bus or parking passes to employees, to fill out a federal form to qualify for a pre-tax benefit.
- Bill: This could be a method of privatization. At one meeting, the manager of Ben Franklin came and said, why can't you do something at our parking lot in the back, there. So, would that money be available for him to build a structure and privatize the project?

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- Cheryl: It's a benefit if you are paying \$40/month for a bus pass, then you can buy it on a pre-tax basis. It's a user benefit.

- j. Dwight: Developing additional parking at Kaimuki Park would ruin it. People who come to Kaimuki head for the park. It is a symbol of Kaimuki.

Response:

Cheryl: The intention would be to build parking below the basketball courts and rebuild the area.

- k. Ginny Meade: An important mission statement for Kaimuki residents to "retain the flavor" of Kaimuki. The park is dear to our heart. A parking option at the park should be carefully considered.

- l. Question from Audience: With the mechanical parking, will there be attendant parking with it? Is there a plan to do a combination?

Response:

Cheryl: Yes, you could do both. You could initiate attendant parking as a short-term solution, and then build mechanical parking within the same lot. You could continue attendant parking in Lot A while the structure is being built. They are not mutually exclusive.

- m. Ginny Meade: I foresee those who are not ready for mechanical parking will continue to use the regular attendant parking in Lot A, then move on to the other lot if they can find ground level parking. If we do attendant parking, will you have a graduated fee for shorter term and longer-term parkers?

Response:

Cheryl: The City has not totally looked at what the fee structure should be. It will have to be set by City Council. The department has taken the position that for now, the fee structure is "as is". The previous efforts by the City tried to create a balance between the long and the short term parkers. The bar graphs indicate that during the intense periods, the lot is out of balance and half the spaces are taken up by the workers. The district has changed over the last 5 years where there are more restaurants (busy period is lunch and dinner), suggesting that some revision is necessary. There is a need to suggest that perhaps long-term parkers can park at the Waialae Lot to alleviate congestion.

- n. Leonard Tam: I would like to see a graduated parking rate. They have this in downtown/Chinatown attendant lots. The City needs to find a way to dissuade employee parking in the long term. I would like to see a 2-3 hours regular rate and an increase in rates from there on. In the long term, has anyone thought about using the Board of Realtor's structure for mechanical parking? It's totally a waste of space and underutilized. That way you can stay clear of the municipal lot.

Response:

Lorin: No, we did not look at the Board of Realtor lot since it's a private lot and we could not look at it. Regarding the rates, our finding indicates that 100 long-term parkers are in the larger lot, have right to be there, and are feeding the meters (not cheating). Initially, our assumption was that they weren't feeding the meters but in reality, we learned that a good majority is paying its fare share. We do need to look at adjusting the rates in order to encourage employees via the rate, to park elsewhere. Our study shows there is a potential of 100 spaces that could be freed up.

- o. Patty Osakai-Tsugai (Montsuki): We really need more parking. I like Mechanical Parking Option 1. For short-term, will attendant parking solve the problem and cut down on the long-term parkers in the lots?

Response:

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- Lorin: Restriping adds only a few spaces; however, the lots would be more efficient. The short-term parking options, in working with Walker Parking Consultant, the buffer separates both lots A and B, and limits time from 1 hour and the area provides loading and unloading.
- Patty: How can we make people who park all day realize that we could get more parking? GECHA sent out a letter and it didn't do anything to solve the matter. So what can you recommend?

- Lorin: This presentation should be made to businesses so they can see graphically that the actual field research...

- Cheryl: The only way we can discourage long-term parkers is what Leonard Tam suggests that we increase the rates gradually with concession parking. This sends the message that you are costing us a customer and you will have to pay more. We like to provide them with alternatives like the Waialae lot to park.

- p. Jay Schallow (Food Pantry/Foodland): We have about 50-100 people parked in the lot 8 hours a day, who work across the street in our building. Majority of the parking lot users are customers and patrons of restaurants, who come for lunch, morning coffee, etc. The residents confront lots of people who park on the streets. We have 250 people in our office building. We try to park outside.

Response:

- Cheryl: Would you ask them to park in the structure?
- Jay: Yes, they know they need more parking and would park in the structured parking, but don't want to pay a higher rate. We'll be happy with that. We appreciate you considering the 100 stalls for people who do park long-term.
- Lorin: Peripheral parking map shows the largest area with parking is the Waialae Building and the rates there is \$3/per day, very reasonable. It could take away demand for parking by the workers vs. customers.

- q. Barbara Marumoto: The merchants and restaurants should offer their employees monthly parking pass or bus passes but this is money that does not come out of their own pocket (they don't have to pay for parking). The Kaimuki Business and Professional Association. Employees are the ones that park in the critical areas could open up more spaces in the short-term. That would alleviate the short-term problem.

Response:

Rae: There is matrix of inventory and a map that we passed out earlier with the peripheral parking lots that you could share the information with employers and the pre-tax benefit for employees to take advantage of that. Encourage them to use the Waialae lot \$3 a day and \$3 at night. Using the metered lots here cost \$4 a day. You can buy a bus pass, too. It's your job as a representative of your community to share the information that's out there.

- r. Bill Bow: Would like to know the numbers cost per person. \$30,000 construction cost capitalized at 10% comes up with \$250 per month. If we have 50% rebate (lack of better term) \$125 which is a good deal per month for employee. If you feed the meter you pay \$160-\$200 per month. These numbers make sense it's a viable option to look at.

- s. Gordon Tam: I have been in Kaimuki for many years. No one wants to give up his or her private property; I am in favor of the structure at Victoria Inn. It won't disturb the scenery. The biggest problem is doing it one time. That would cure the biggest problem. Long term parkers are people who work in Kaimuki if they utilize the structured parking it would be fine. If using the meter it won't work.

- t. Jennifer (Hairspray Salon): I wanted to find out about the short-term solution from last time, need to find out when it will be done, how long will it be done, and how much is it costing?

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## **THIRD MEETING!**

# **KAIMUKI BUSINESS DISTRICT PARKING SOLUTIONS**

THE TOP of the HILL PARKING SOLUTIONS COALITION  
and the  
City & County of HONOLULU, Department of Transportation Services  
Will hold an THIRD meeting about the PARKING SOLUTIONS PROJECT

### **WHEN?**

**SATURDAY MORNING, FEBRUARY 28, 2004 8:30AM – 11:30AM**

### **WHERE?**

**LILIU'OKALANI ELEMENTARY SCHOOL CAFETERIA**  
**(Parking available at school lot off Mahina Street)**

This is the THIRD meeting of a series that involves YOU, businesses, residents, property owners, and patrons affected by the parking situation in the Kaimuki Business District.

**DON'T MISS THIS THIRD MEETING!!!**  
**MAKE A COMMITMENT TO THIS PROJECT NOW!**

## KAIMUKI BUSINESS DISTRICT PARKING MASTER PLAN

**SIGN IN SHEET**

MEETING #3 - SATURDAY, FEB. 28, 2004, LILIOUKALANI ELEMENTARY SCHOOL

	NAME	ORGANIZATION	EMAIL	PHONE
1	Mike Abe	Kaimuki Neighborhood Board	<a href="mailto:abemike@msn.com">abemike@msn.com</a>	534-1155
2	Martha Camacho	First Hawaiian Bank	<a href="mailto:Martha.camacho@fhwn.com">Martha.camacho@fhwn.com</a>	738-4801
3	Jennifer Macagnone	Hairspray! Salon	<a href="mailto:Hairspray!salon@verizon.net">Hairspray!salon@verizon.net</a>	734-5775
4	Janet Yoda	Dr. Patrick Hayashi	<a href="mailto:pchayashi@hawaii.rr.com">pchayashi@hawaii.rr.com</a>	737-3311
5	Carolyn Ng			395-6457
6	Terry Toguchi	Ideal Properties, Inc.	<a href="mailto:terrytoguchi@yahoo.com">terrytoguchi@yahoo.com</a>	951-0350
7	D.J. Colbert	Prosperity Corner	<a href="http://www.prosperitycorner.com">www.prosperitycorner.com</a>	732-8870
8	Faith Kunitomo	Resident		737-7253
9	Patty Y. Yamasaki Sugai	Montsuki	<a href="mailto:Montsuki@cs.com">Montsuki@cs.com</a>	734-3457
10	Ann Kutaka	In + form Design	<a href="mailto:ann@ifdesigninc.com">ann@ifdesigninc.com</a>	223-4068
11	Jeff Alves	Gryphon Management	<a href="mailto:jtalves@aol.com">jtalves@aol.com</a>	255-5399
12	Dwight Fujishima			737-9750

## KAIMUKI BUSINESS DISTRICT PARKING MASTER PLAN

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MEETING #3 - SATURDAY, FEB. 28, 2004, LILIOUKALANI ELEMENTARY SCHOOL

13	Bob Lee	Lee and Lee Bldg.	<a href="mailto:rtlbob@hotmail.com">rtlbob@hotmail.com</a>	255-5652
14	Charles Tang	Sky Valet Robotic Parking	<a href="mailto:chazdags1@hotmail.com">chazdags1@hotmail.com</a>	478-9211
15	Francisco Figueiredo	City Councilman Djou's Office		527-5592
16	Michael Weinstein	Palolo Neighborhood Board	<a href="mailto:michaelw_@hawaii.edu">michaelw_@hawaii.edu</a>	737-5809
17	Ron Lockwood	NB #8 McCully- Moiliili	<a href="mailto:ruclowoodohana@yahoo.com">ruclowoodohana@yahoo.com</a>	955-1986
18	Darryl Wong	Waiatae Plaza/Pucks Alley	<a href="mailto:dwong@99imperial.com">dwong@99imperial.com</a>	943-3106
19	Jay Schalow	Foodland/Food Pantry	<a href="mailto:jschalow@foodpantryltd">jschalow@foodpantryltd</a>	735-7257
20	Leonard Tam	GECHA	<a href="mailto:ltam@hawaii.rr.com">ltam@hawaii.rr.com</a>	734-3847
21	John Cater	837 20th Avenue, Honolulu, 96816		737-4125
22	Ginny Meade	837 20th Avenue, Honolulu, 96816	GECHA	737-4125
23	Gordon Tam	1145 12th Ave, Honolulu, 96816	Tam Shoe Repair	737-1715
24	Charles Djou	City Council	<a href="mailto:cdjou@co.honolulu.hi.us">cdjou@co.honolulu.hi.us</a>	547-7004
25	James Toyooka	DOE		733-4680
26	Duke Bainum		<a href="mailto:duke@dukebainum.com">duke@dukebainum.com</a>	979-2552

## KAIMUKI BUSINESS DISTRICT PARKING MASTER PLAN

**SIGN IN SHEET**

MEETING #3 - SATURDAY, FEB. 28, 2004, LILIOUKALANI ELEMENTARY SCHOOL

27	Daisy Murai	Kapahulu Resident		
28	Marumoto	House	<a href="mailto:repmarumoto@capitol.hawaii.gov">repmarumoto@capitol.hawaii.gov</a>	
29	Naomi Masuno	GECHA	<a href="mailto:namsuno@cpbi.com">namsuno@cpbi.com</a>	733-8160
30	Bill Bow	Kaimuki Resident	<a href="mailto:bb00@hawaii.rr.com">bb00@hawaii.rr.com</a>	732-3492
31	Sumiko Obara	Restaurant Maguroya	<a href="mailto:goro17@msn.com">goro17@msn.com</a>	732-3775
32	Lane T. Muraoka	Big City Diner	<a href="mailto:bigcitydiner@yahoo.com">bigcitydiner@yahoo.com</a>	225-3456
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## PARKING OPTIONS FACT SHEET

### SHORT TERM PARKING

[illegible]

**PARKING OPTIONS FACT SHEET  
MECHANICAL PARKING**

COMPARISON	EXISTING	OPTION 1	OPTION 2	OPTION 3
<b>Type of Improvement</b>	Metered Parking	Mechanical Parking	Mechanical Parking	Structured Parking
<b>Location</b>	Entire lot A.	Middle of Lot Next to Board of Realtor's building	Corner of Lot, Harding and 11th Avenues	Located in middle of lot next to Realtor's Building
<b>Number of Stalls</b>	269	N/A	N/A	N/A
<b>3 levels</b>		+125 (3 Levels)	+110 (3 levels)	N/A
<b>5 levels</b>		+260 (5 levels)	+226 (5 levels)	+167 (5 levels)
<b>Circulation of Traffic</b>	Difficult without improvements.	Efficient for auto and pedestrian circulation	Excellent placement for existing parking lot and mechanical parking.	Blocked circulation of traffic flow in existing lot.
<b>Placement of Buildings</b>	None	Centrally Located	Maintains Existing Parking	Imposes on neighboring buildings.
<b>Pedestrian Circulation</b>	Average; needs improvement.	Convenient for Pedestrians	Periphery of Parking lot	Convenient for Pedestrians
<b>Building Security</b>	N/A	Secure Structure	Secure structure	Open Structure

# PARKING INVENTORY DATA

NO	PARKING LOT NAME	TYPE	ADDRESS	# of Stalls	DAY/EVE HOURS	RATES	CONTACT	PHONE
1	Assembly of God Honolulu	Church	1007 Kokohead Avenue	38	Busy: Sun, 9:30, 10:30, 7:00pm and Wed 7:00pm	Not applicable	Pastor G. Dean	737-5789
2	Kaimuki Business Plaza	Commercial	3615 Harding Avenue	62	No public parking.	Not applicable	Various Owners - Privately owned condominium.	N/A
3	Kaimuki Christian Church	Church	1117 Kokohead Avenue	22	Busy: Fri 2pm, Sun 8:30, 10:30, 3:00pm	Not applicable	Ron Arnold	735-1771
4	Kaimuki Plaza aka (Central Pacific Bank Building)	Commercial	3465 Waiālae Avenue	170	Busy: M-F 7am-7pm; Sat. 8am-5pm; Sun. closed.	First half hour \$2.00 additional half hour \$2.00. Max. \$32.00	AMPCO Systems Parking Management Co. (Monroe Friedlander)	522-1280 523-1599
5	St. Patrick School/Church	Church	1124 7th Avenue	136	Busy School: M-F 8am-5pm. Church: Sun 6:30a, 9a, 11am; Sat. 4:30, 5:30, 6pm.	Not applicable	Father Jon Peterson	732-5565
6	Sacred Hearts Academy	School	3253 Waiālae Avenue	96	Busy School: M-F 7am - 3:30pm school use; Church: M-S Mass 6:30am, Sat. 4pm Sun 6:30-11pm, 5:30pm	Not applicable	Betty White, Principal	973-2211
7	Bank of Hawaii Building	Commercial	3600 Waiālae Avenue	20	Bank - M-F 8:30am-4:00pm; Fri 8:30am-6pm. S/Sun Closed.	Validated parking with Bank; \$1.00 per half hour or portion thereafter. After banking hours, M-F \$3 evening; Sat/Sun/Holiday \$3 flat fee.	Diamond Parking	592-7575
8	Franklin Variety Building Parking (Payless/Goodwill Lot)	Commercial	3632 Waiālae Avenue	29	Normal business hours okay to park. 5pm -6am no attendant	\$1.00 per half hour or portion thereafter. 30 minutes free with Validation.	Diamond Parking	592-7575
9	Honolulu Board of Realtors Building	Commercial	1136 12th Avenue	50	Private parking.	Not applicable	Not applicable.	732-3000
10	Lilioukalani Elementary School	School	3633 Waiālae Avenue	45	Staff parking only	Not applicable	James Toyooka, Principal	733-4680

# **PARKING INVENTORY DATA**

NO	PARKING LOT NAME	TYPE	ADDRESS	# of Stalls	DAY/EVE HOURS	RATES	CONTACT	PHONE
11	Adjacent lot next to Waialae Building (3660 Restaurant)	Commercial	1217 Wilhelmina Rise	100	Open to public: 6am-6pm \$3 flat; 6pm to 6am \$3 flat.	Goodwill has designated parking stalls #72-79.	Pro Park, Inc.	971-7755
12	Kaimuki Library	Library	1611 KokoHead Ave	30	Library Hours: Sun 10-5pm; M/Tue: 12-8p; W/Th: 10-6p; and Fri/Sat. Closed.	No parking when library is closed.	Alexis Cheong, Librarian	733-8422
			Total Stalls:	798				



## ACKNOWLEDGEMENTS

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### KAIMUKI COMMUNITY

Michael Abe, Chair  
Kaimuki Neighborhood Board No. 4

David Chinaka, Past President  
Kaimuki Business & Professional Association

Virginia Meade, Executive Director  
Greater East Honolulu Community Alliance (GEHCA)

Leonard Tam, Past Chair  
Waialae-Kahala Vision Group No. 15

Barbara Marumoto, Representative  
Hawaii State Legislature

Scott Nishimoto, Representative  
Hawaii State Legislature

Bertha Leong, Representative  
Hawaii State Legislature

The Honorable Calvin Say  
Speaker of the House of Representatives  
Hawaii State Legislature

Les Ihara, Representative  
Hawaii State Legislature

Duke Bainum, Former Councilmember  
Honolulu City Council

Charles Djou, Councilmember  
Honolulu City Council

James Toyooka, Principal  
Lilioukalani Elementary School

### CITY & COUNTY OF HONOLULU

The Honorable Jeremy Harris  
Mayor of City & County of Honolulu

Cheryl Soon, Director  
Department of Transportation Services (DTS)

George “Keoki” Miyamoto, Deputy Director  
Department of Transportation Services (DTS)

Toru Hamayasu, Chief Transportation Engineer  
Department of Transportation Services (DTS)

Rae Gee, Project Manager  
Department of Transportation Services (DTS)

### CONSULTANTS

Michael Toma, AIA, Urban Works

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Sid Paderna, Walker Parking Consultants